JUNE 6, 1952

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Ford designed the 'Consul' and the 'Zephyr-Six' with 'Over-Square' Engines because their performance fits the 'Five-Star' Ideal—the best at lowest cost. Their extra-large bore, greater than the length of the stroke, provides sustained power with less cylinder wear; their inclined overhead valves ensure high efficiency. These 'Over-Square' Engines, the first engines of their type to be made in large quantities in England, are more economical. The shorter stroke with reduced piston speed gives a longer engine life and the cylinder head is designed so that combustion is controlled to give exceptionally smooth running with a saving of fuel.

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Peter Whitehead at the wheel of the winning car—a Jaguar XK.120 'C' Type, in the Le Mans 24-hours Endurance Race, on 23/24th June, 1951.
A record speed of 93.5 M.P.H. was attained, beating record distance by 78½ miles.

* **ULSTER, 1951**— first, second and fourth in the T.T., breaking all speed records for the race and winning Tourist Trophy for second year in succession.
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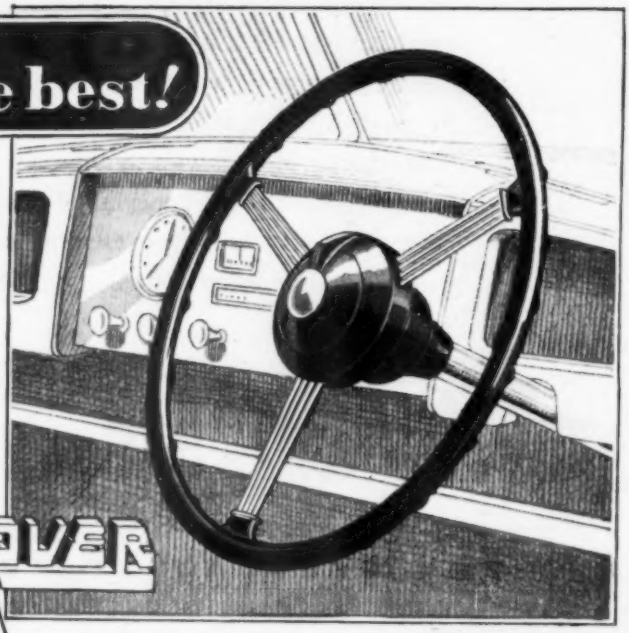

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Finger-tip movement of gear lever operates Overdrive.

Æsops fable tells us the story of the Crow who, dying of thirst, placed pebbles in a pitcher to raise the level of water to enable him to drink. This was the most natural action the crow could think of.

Now, the most natural way for a motorist to save an appreciable amount of petrol is to run a car fitted with the Laycock - de Normanville Overdrive. This Overdrive gives an assured economy of 10% plus. Not only this, but it increases the life of the engine and gives much smoother running at high cruising speeds.

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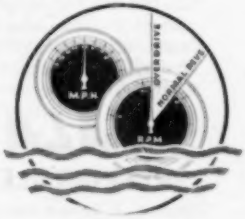
No movement of foot controls whilst changing into or out of Overdrive.

The British **Laycock-de Normanville Overdrive**



Large decrease in engine revs. when Overdrive comes into use.

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It will pay you to spend a little extra when she's rebored

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Long Life Rebore

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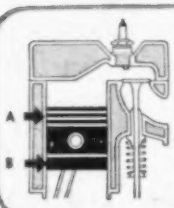
Fully descriptive leaflet describing these wonderful new Pistons post free from BRICOVMO Ltd., Coventry.

CYLINDER LIFE DOUBLED · RUN-IN WEAR CHECKED



The top piston ring (A on left) is nearest to the combustion space and gets the hardest working conditions. In the XL de Luxe Piston its surface in contact with the cylinder wall is protected with a layer of chromium plate. This virtually abolishes ring wear and in addition more than halves the wear on the cylinders.

The first few hours after a rebore are critical. Normally much wear takes place as pistons and bore bed-in. The black graphite surface (B) of the XL de Luxe piston combats this trouble and provides extra lubrication when it is most needed. This lasts for the full run-in period and protects the cylinders from heavy initial wear.

XL de Luxe Pistons, in addition to giving you the Long Life Rebore also give you smoother running. Each piston is ground with compound ovality to produce a skirt form fully fashioned to fit the bore perfectly at high temperatures. New standards of quietness and smoothness result.

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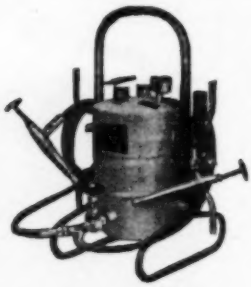

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Low Pressure gun delivers from 10 lbs. per sq. in. to a direct pressure of 6,000 lbs. per sq. in. High Pressure gun delivers from 6,000 lbs. per sq. in. to a direct pressure of approximately 20,000 lbs per sq. in.

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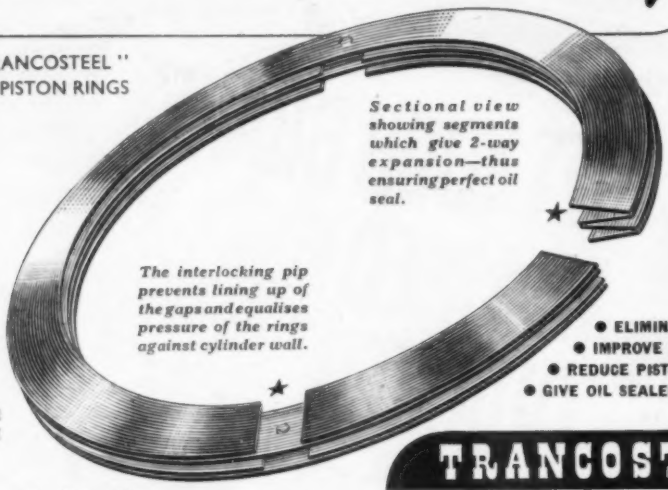
YOU CAN SAVE OIL & BORE WEAR!

if you fit "TRANCOSTEEL" *INTERLOCKING* PISTON RINGS



Sectional view showing segments which give 2-way expansion—thus ensuring perfect oil seal.

The interlocking pip prevents lining up of the gaps and equalises pressure of the rings against cylinder wall.

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- IMPROVE COMPRESSION
- REDUCE PISTON DRAG
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TRANCOSTEEL
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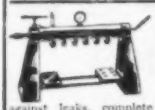

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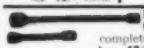

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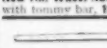

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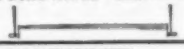

EACH ITEM IS OFFERED WITH MONEY BACK GUARANTEE.
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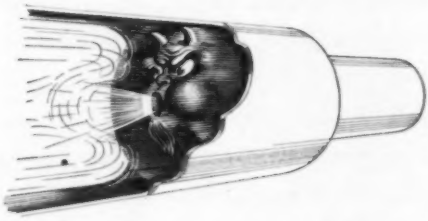
Banish "BACK-PRESSURE"



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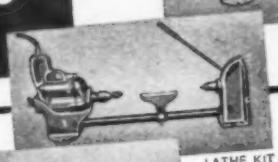
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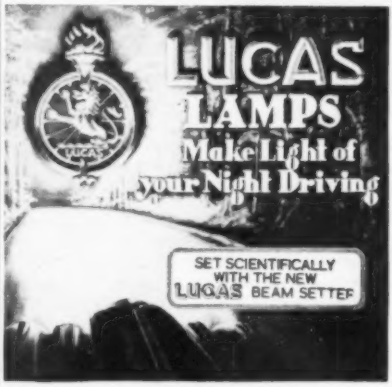

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Autocar June 6

M.P.G. increased between 10% & 30%

—SIMPLY BY FITTING A VOKES GASMASTER DISTRIBUTION RECTIFIER

(Patent No. 408963)

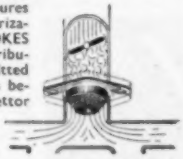
Not the makers—but actual users—report increases of between 10% and 30% in mileage per gallon after fitting the VOKES Distribution Rectifier. This is equivalent to saving the recent price increase on petrol—and more! Nor is that all! The VOKES Gasmaster Distribution Rectifier has a remarkable effect upon engine performance. It brings smoother running at all engine speeds . . . increased acceleration . . . easier starting from cold with less choke. This is a scientifically designed accessory, perfected after years of research, available for British and American cars. It can be fitted in a few minutes. No maintenance worries—nothing to replace during use.

THE CAUSE OF BAD DISTRIBUTION

When the mixture leaves the carburettor on the way to the engine, most of the petrol is still in globule form consequently the air-petrol mixture is not uniform. Also when the mixture passes the throttle, it is thrown on to the walls of the induction manifold and not properly vaporized this resulting in bad distribution. Other factors such as the shape of the induction pipe also affect distribution, their influence varying with the amount of petrol which has been vaporized, and the amount which still remains liquid.

WHAT IT DOES

The patented construction of the Gasmaster corrects the mixture flow and ensures complete vaporization. The VOKES Gasmaster Distribution Rectifier is fitted in a few minutes between the carburettor and induction flanges. It is a sound engineering job, made of specially selected non-corrodible materials, strong and robust with no moving parts—moreover it lasts the life of the car.



ALL THESE ADVANTAGES

(1) More miles per gallon. The biggest single cause of over-high petrol consumption is bad distribution—the Gasmaster puts this right.

(2) The engine starts easier than you have ever known it, simply because the fuel is properly vaporized.

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(5) Much better acceleration.

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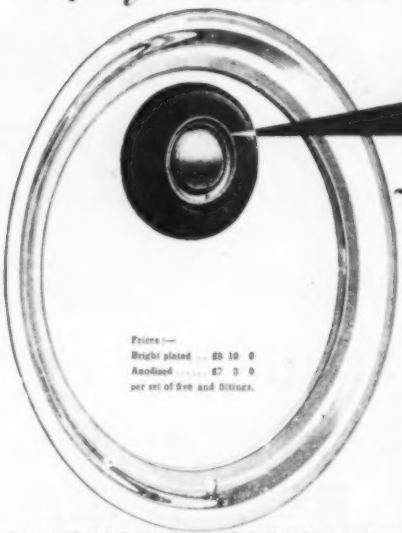

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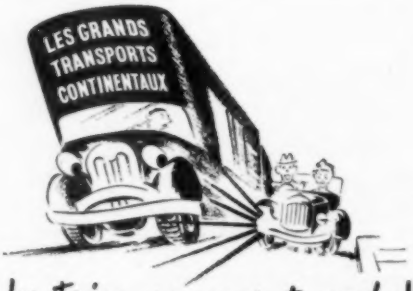

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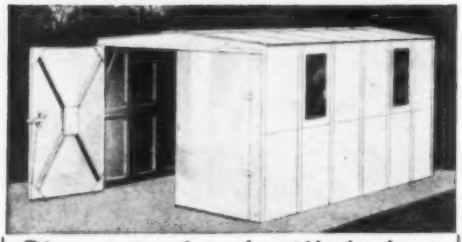

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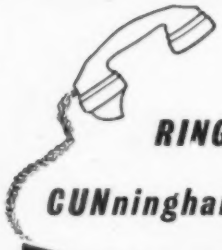

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STIRLING MOSS, bright new star of the motor-racing world, is pictured (right) driving his Kieft, in which he won the "Earl of March" Trophy at Goodwood. Not a heavy smoker, 22-year-old Stirling — who has to keep in top gear — wants to enjoy all the pleasure of smoking. "Craven 'A' for me," he says. "I've got *good* reasons for smoking them."

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The Autocar
FOUNDED 1895

No. 2949 FRIDAY, JUNE 6, 1952 Vol. XCVII

Matters of Precedence

A RECENT decision of the High Court concerning the accordance of precedence at a pedestrian crossing deserves wide publicity in that it acknowledges the physical limitations of mass in motion, and the shortcomings of the human brain, something which the more rabid anti-motorist is unwilling to do. The defendant in an appeal case stated by a Metropolitan magistrate was alleged not to have accorded precedence to a pedestrian on a crossing, his car having skidded under braking and knocked over a perambulator and child; it was admitted that he had not seen the woman and perambulator until they were on the crown of the road.

The Court considered that Regulation 4 of the Pedestrian Crossings (London) Regulations, 1951, which states that "Every foot passenger on the carriageway within the limits of an uncontrolled crossing shall have precedence . . . and the driver of the vehicle shall accord such precedence," could not be construed as imposing an absolute obligation. Indeed no, and it is well that pedestrians should grasp the fact quite firmly. If a car is within a certain distance of a pedestrian crossing, and is travelling at a certain speed, there is no power within command of the driver that will stop that car from intruding on the crossing, and it is refreshing to find that High Court judges recognize the fact, as this decision tacitly but undoubtedly does.

The Road Research Laboratory have found that the average pedestrian is well capable of using skilled judgment in the estimation of speed and stopping distance at crossings, and that he already does so. The exceptions, the jay-walkers in other contexts, are well known to motorists in all towns; they "stand up for their rights" by walking imperiously out into the path of what can easily be certain death. Let them be warned that their rights are not absolute.

This is one of the two biggest dangers of the pedestrian crossing, the other being the vehicle which overtakes one that is already drawn up to allow pedestrians to cross. The second danger is intensified by the fact that the overtaking driver is screened from the crossers. Against neither of these dangers is there an adequate safeguard.

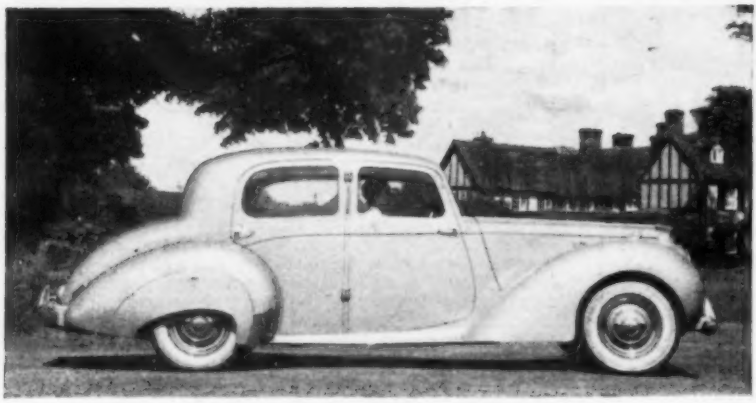
Higher Insurance ?

IT is now possible, with many of the big insurance companies issuing their accounts for 1951, to get a broad view of motor business last year. The results are most depressing, even though the June, 1951, rate increase has not yet had its full effect. A famous office with a motor premium income in 1951 exceeding £8,250,000, for example, shows a loss on the accident and general account, in which the motor figures appear, of £919,000. The size of this loss, as of others, must mean that the 1951 rate increase was probably not enough and that motorists must expect a further revision in a year or so, if not before.

The inflationary tendencies throughout the world have led to an upward trend in claims. More accidents have occurred, and their cost has been more severe—even fantastic—in third-party damages and also in repairs. The worst experience of all has been in the U.S.A. There the State Insurance Departments took the unprecedented step last year of an emergency rate increase, with the statement: "Staggering underwriting losses suffered by automobile liability insurers in the last half of 1950 and the first few months of 1951 have clearly demonstrated that the previous existing rate levels were inadequate."

It must be hoped that the inflationary trend has been checked and that the effect of the rate increases may be marked. Second-hand cars today are dropping in price. But it is difficult to see anything other in the insurance future than an increase in rates over their present level. Companies are slow to make such a move (insurance accounts must be read over several years) and nothing is likely until the 1952 accounts are analysed next spring. But in 1953 a further rise in premiums may well be necessary.

A PLACE IN THE SUN



3-litre Alvis, an excellent example of the British specialist car.

THE FUTURE OF THE SPECIALIST CAR REMAINS BRIGHT

By MICHAEL BROWN

COMING TO TERMS

When it comes to a term for the type of car that has that little extra that the others have not got, the motoring journalist is in a quandary, for the available "umbrellas" are few. In this article, the author uses "specialist" to describe the individual cars for which Britain is famous, but in setting certain limits for the class as a whole, he is well aware that there are examples which go beyond those limits in various directions while still remaining very much "specialist" cars. He is aware, also, that there is a limit below which a car ceases to be "specialist" and becomes non-specialist, though where that limit is he is not bold enough to say.

IN these confusing times there is much to be said in defence of the car manufacturer who claims not to know by which particular part of his anatomy he is supported, and, in any case, the motor industry has always been noted for pessimism in outlook combined with success in performance. There has been, however, a persistent thread of pessimism over the specialist car running through motoring conversations for some time now. "With quantity-produced cars as good as they are," it goes, "what future is there for the specialist model costing perhaps twice as much?" As a confirmed admirer of the specialist car my retort is that the future never looked brighter.

The reasons are many and diverse, but they are all subsidiary to a dominating factor, which is (sorry about this) that dreary, ever-present companion of modern life, the "world economic situation," which has suddenly forced this country to pay far, far more for its food at a time when unprecedented demand for the dwindling supply of raw materials has pushed up their prices to an equally unprecedented level. This means a reduction in the margin that can be charged for this country's skill in turning raw materials into consumer goods, coupled with a necessary *permanent* level of efficiency and industry that Britain has not yet realized, either physically or metaphorically.

Now recent events in this country, plus a quick look round the world, are fairly conclusive evidence that democratic egalitarianism does not promote efficiency. (This is fact, not political opinion, in which this article is not interested.) Consequently, the trend in the future must be away from egalitarianism and back towards a wider margin between rich and poor. I use the word "must" because the only alternative is bankruptcy for Britain. Eventually, therefore, there will be a smallish financial minority in this country earning ample money—just the market for the (numerically) small-production car manufacturer making a costly product.

It is when the question is asked as to why such people should not buy the excellent quantity-produced car of today that more subtle reasons for a quality choice become manifest. Consider first of all the nature of the future potential customer. He has made money in an increasingly hard world, and in general will, therefore, be over thirty-five, well educated (either by the State or himself), industrious, and very much a man of affairs in that he must keep abreast of world supply and demand in all its manifestations. He will probably be married and will find his relaxation in conventional social activities.

Consider secondly the specialist car *vis-à-vis* the quantity production car. Its advantages are summed up in the common saying, "It isn't what it does, it's the way that it does it."

What *does* it do? Engine size for engine size (strictly), often rather less than its opposite number on the whole, although maximum speed may be considerably higher. It is acceleration that makes up most of stop-watch performance, however, and as the quality car usually hauls a considerably greater weight than the quantity car it may lack acceleration. In the narrowest (and, in my view, the least important) sense of the word performance, therefore, there may seem little justification for the extra cost.

But in the wider sense of the word there is every justification, and here one is dealing with "the way it does it." The engine that may require a sensitive foot from 0 to 30 m.p.h., if the fine tune is not to be upset, often responds with a surge of exhilaration from 50 to 70 m.p.h., and while

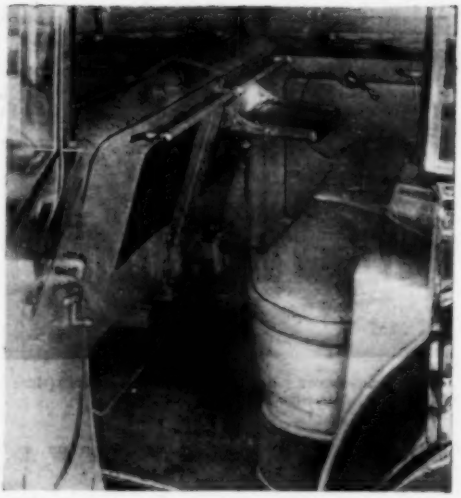
"Max. Speed 83 m.p.h." may mean, "Hold tight, chaps, and let's hope it stays in one piece," when applied to one type of car that was not really intended to be driven that way (or by that sort of driver), a maximum of an extra 5 m.p.h. on a quality car may be achieved with such ease of mind that the eye can hardly believe a truthful speedometer. Moreover, some specialist cars these days make a real sales point of high-speed cruising, and with justification, for the notable ones can turn the A1 to 10 series of trunk routes in this country into a demonstration of the effects of *g* and c.g. (R and L) that is normally associated with the avoiding route for congestion on the way to the office.

No Ups and Downs

In the ultimate, and provided that the suspension is correct for the design, there is nothing like a high sprung to unsprung weight ratio to give steadiness to a moving vehicle in the vertical plane. The attainment of a desirable ratio is comparatively easy on the specialist car owing to its normal high weight, the irreducible weights of such things as tyres making attainment more difficult for the designer who thinks in terms of light bodies. The fairly heavy body of the specialist car accelerates in a leisurely manner when impelled upwards by the springs, and, if the spring dampers are good, its upward movement is soon checked before it has gone very far except on certain road contours, such as hump-backed bridges, where a heavy car tends to "take off," while the light car will cling, limpet-like, to the road surface. Of all parts of the suspension, the spring damper probably most repays money spent on it, although even some specialist builders seem reluctant to be generous in this direction.

In the lateral plane the heavy car will be subject to greater centrifugal forces, but there is considerable scope available to designers in which to mitigate their effect. The anti-roll bar, for instance, has amazing potency for such a simple device, and the cunning lowering of centres of gravity on the quality car can do much of the rest. Corner for corner, in fact, the quality car usually wins in spite of its initial weight handicap, the lesser cost consideration in the design enabling the designer to adopt several refinements in suspension and construction which assist fast cornering but which are barred to the strictly competitive car.

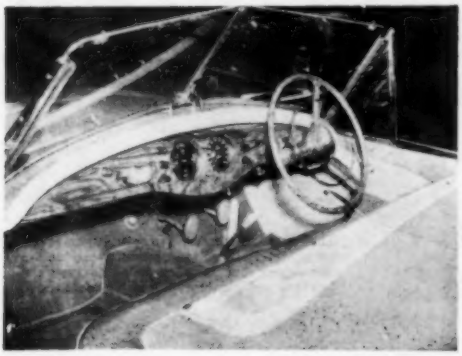
There is, moreover, a lucky accident in the performance of the heavy-bodied car. An insecure parasite on a hostile planet, man has always felt safer when surrounded by objects of recognizable solidity. "It has a good solid feel" is a common expression of virtue in a car, and the epithet "inflated tinware" is nothing more than a blind protest against the light feel (in spite of the limpet hold!) on the road of the modern good quantity-produced car. It is an epithet which one can understand while pitying the utterer, for the modern unit construction quantity-built car is good almost beyond belief; anyone who doubts this should watch the performance of one in expert hands in rally tests. The sense of security that the substantial body gives, however, is very real indeed, and it will take many, many years before motorists will be prepared to relinquish it in favour of the sensation of seeming flimsiness that a light body cannot help giving.



"Creature comfort can be studied"—a beautiful interior of a special Bentley.

Substance in furnishings also affects the character of noise by reducing echo potentialities. The engine noise (if existent) in a quality car is pleasantly metallic, and agreeably remote beyond the windscreen; likewise transmission noise is positively under the floor. Tyre noise remains extraneous, and wind noise even adds to the sensation of comfort by howling round the eaves at the really high speeds in readily identifiable spots. The unit-construction body is, by contrast, something of a sounding-board, for all the noises of a car's passage are readily conveyed through its mostly homogeneous material, thus surrounding the occupants with a total sound that is unique in character, if commendably low in noise level. The character will change constantly with road surface, engine revs, change of direction, wind, and such-like, although it will still be the same *basic* noise, in which only the skilled ear can detect the various components. Subtly it adds to that innate sense of insecurity that plagues humanity.

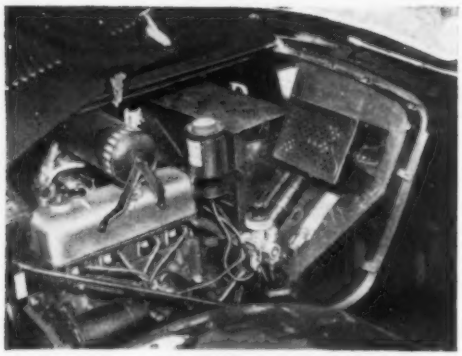
"The supply of walnut is not equal to facias for all." This figured facia is that of the Alvis-engined Healey convertible.



Noises Off

Does this sound far-fetched? If you think so, remember the occasions on which a noise has disturbed your evening by the fireside. "What's that?" you ask, and a shot of adrenalin makes the heart pump for a minute or two. Yet you do not notice the occasional passage of a car past the house. If a sound, or a change of sound, is not immediately and readily identifiable the brain sounds an alarm signal, as a result of the animal mechanism that was once essential for our own protection. I maintain that the good, secure feel of the quality car is quite strongly helped by the absence of vagueness in the noise of passage.

In the actual construction of the quality car there are many unique features that the quantity-production model cannot copy, sometimes because of cost, sometimes because of difficulty of manufacture, sometimes because of material scarcity. PS770 head lamps cost money; subtly curved or angular pressings cannot be stamped out or finished as easily and quickly as simple ones, and the supply of walnut is not equal to facias for all. Where I confess to defeat is in



A comparatively costly but valued refinement on the 1½-litre M.G.—the Jackall jacking system.

He will, I suggested, be over thirty-five. In that case he is not likely to be fussy about the last mile or two per hour of maximum speed, although, being a busy man, he will want to go fast. It is doubtful, also, if he will want to sit tensed and ready at traffic lights to make the most of the getaway in the 0 to 30 range of the acceleration. In other words, a successful thirty-five is rarely synonymous with the slightly (if happily) juvenile enjoyment of going faster than everyone else in sight. It is, however, synonymous with a sober realization of his value to the domestic community of his own home and business, and possibly the wider community of town and even country, and this will show itself in a reluctance to take foolish risks and a desire to feel well protected from the foolishness of others. Specialist motoring exactly fills the bill here.

Education is the great developer of taste, and when it is seasoned by age tends to be conservative. That is why most homes are furnished as they are. The average educated man cheerfully accepts the sniff of "reactionary" from his children as he consigns the chromium and black glass to the cellar and drags in a bargain in 18th-century oak. It flatters his personality in a harmlessly snobbish way, also. "English oak," he thinks. "The stuff of this country. . . ."

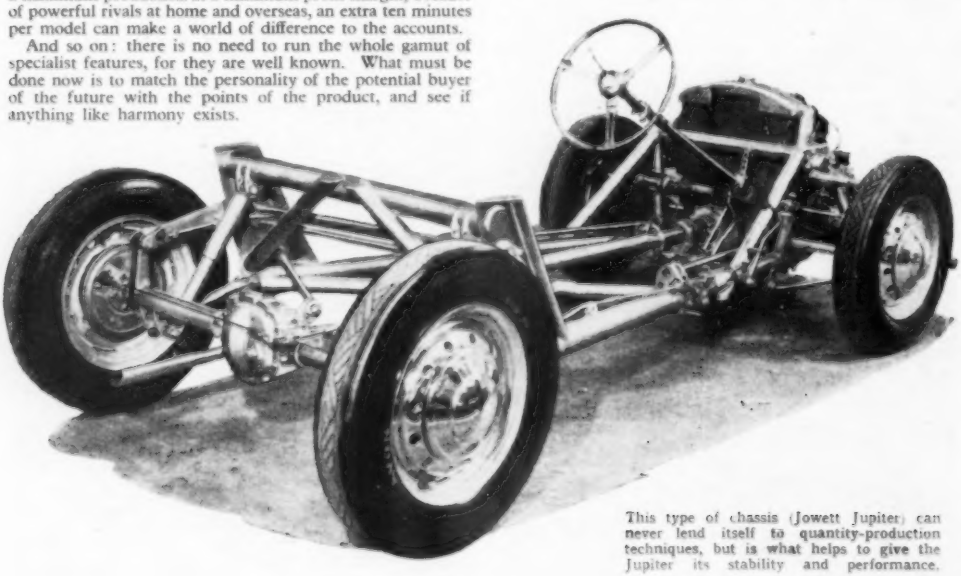
A PLACE IN THE SUN . . . continued

trying to discover why PS770 head lamps, an M.G. radiator grille or a Bristol facia are more attractive and nicer to live with for a long time than their counterparts on big-production models. I think (quite seriously) that something atavistic is involved, tradition governing taste to a great degree; like the heavy unsprung mass, taste is resistant to change of direction, and it will, for instance, take a long time before the battle of the bulge is won.

Similarly, creature comfort can be studied in the specialist car to an extent not possible in the quantity-production example. This is a cost consideration again, mainly in time-equals-money context. Knick-knacks can be individually screwed on where time and what it costs are not primary considerations, but when the production line is geared up to a maximum production at a minimum profit margin, because of powerful rivals at home and overseas, an extra ten minutes per model can make a world of difference to the accounts.

And so on: there is no need to run the whole gamut of specialist features, for they are well known. What must be done now is to match the personality of the potential buyer of the future with the points of the product, and see if anything like harmony exists.

and he feels vaguely that he, too, is the very "stuff" of England—solid, bourgeois, reputable—and that old oak is therefore right for his surroundings. This is the sort of thing that raises hoots of derision in the art schools and in the pages of journals that spend most of their time peering through the holes in Henry Moore sculptures in an effort to discern the meaning, but it spells good business for the specialist car manufacturer, whose product has an air of the 18th century about it. More conventional snobbery must not be overlooked, either; something "different," something a little better than the next man's—the desire for these is a potent and human impulse which the astute manufacturer of goods will always cash in on. (Even better than keeping up with the Joneses is going one better than them.) Limited



This type of chassis (Jowett Jupiter) can never lend itself to quantity-production techniques, but is what helps to give the Jupiter its stability and performance.

production is the answer here—which is specialist production of cars.

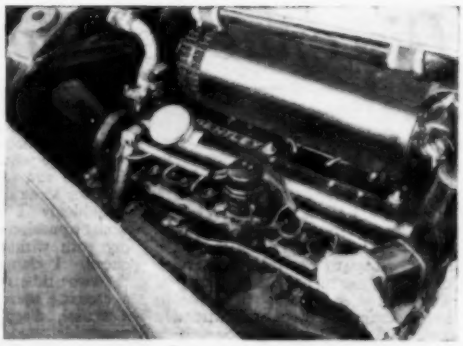
This potential owner will be industrious, it was postulated, if he is to become wealthy in the hard world of the future. In that case he will admire the slick production of the volume cars, but he will enjoy the evidence of industry about the specialist car even more. Snug fits, precise operation of controls, wood screws perfectly bedded and with not a scratch on the head—all these things will bring to mind the craftsmen industriously determined that their work shall stand comparison with anyone's. I have heard such an owner say, "I'd like to employ the man who did *that* job—he knew what he was doing."

The new craftsmanship in British industry is in the rapid and skilled operation of machine tools, but it will never command the respect of the craftsmanship that lies behind the genuinely hand-made article. Moreover, that dying craft will gain scarcity value, and although the specialist car today is not truly hand built it still has an air of being so. Probably the considerable degree of hand finishing at various stages gives it this cloak of respectability.

Finally, our owner is *un homme d'affaires,* has a wide circle of friends, probably plays golf and takes his holidays abroad. He will be less than human, therefore, if he does not want a car of specialist type as a cachet to this business and social standing. This is an aspect of snobbishness that is almost convention, and is thus making snobs of those who deliberately refrain from indulging such desires! Moreover, it must be realized that this very human trait is closely allied to the ambition that makes a successful man—so closely that it is rare to find one without the other.

Minority Ownership

Here, then, is an attractive picture for the specialist manufacturer, painted on the canvas of the future. Certain assumptions are made about the background, the chief of which is that Britain is paying her way once more; obviously this assumption must be made, because the alternative is disaster. But at what level for the majority will the account balance? That is very difficult to guess, but probably at a level which puts the car as known today well out of reach of the majority, which is why I think, with this journal, that Britain needs economy cars in order to give the greatest number of people the chance of ownership.



Engine finish such as is evident on the Bentley can be dispensed with, but is a refinement that many motorists will always be glad to pay for.

There will be, then, the contemporary quantity-production car, forming the bulk of this country's car exports and selling in great numbers to countries where the mass of the people enjoy a higher standard of living than in Britain; a certain proportion will sell in this country, but their users will be, it seems probable, business and professional. The *élite* of successful men, whose shoulders will be keeping this country from sliding down the slope of bankruptcy and who will have to be highly paid for the strain they undergo, will form the market for the specialist manufacturer, possibly in greater numbers than in the past; overseas countries similarly placed economically will take a proportion for export. The great bulk of mankind, as a result of over-population, two wars and greater justice in the sharing of the fruits of the earth, will see the real delicacy in the form of a car recede before their grasp, the peak of ownership possibility having probably now passed.

Even so, the world remaining to them will be less unkind than that of their mythological forerunner, the unhappy Tantalus.

Angular body shapes (Triumph Renown) will always require just that extra bit of care in fabrication and finish which adds to the cost through the time spent on them.

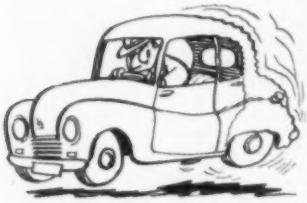
Disconnected Jottings

BY THE SCRIBE
Drawings by Barry Appleby

Shocks

IF no one remembers my little rattle that went tappity-tap as soon as the car started moving, and that proved untraceable, I am not surprised; we all have them. But, at the time, one reader, correctly diagnosing the make of car, wrote to say that the service manager at the manufacturers knew all about it, and that it was piston slap in a rear damper. I thought it extremely probable but did nothing about it at the time, because I knew that my rear dampers were deteriorating and would shortly be replaced.

The replacement has now been made and the tap-tap has disappeared; full marks to service manager P——. But what was a little devastating was to



Shortly be replaced.

find, on arrival home with the new dampers, that the rubber bush at one end of the link was off the pin, and that the pin was at a gross angle, the bracket on the axle casing having bent badly; the car had been most disappointing as regards rear end behaviour.

The reconditioned damper had been assembled with the operating arm at about 90 deg to the correct angle for my car, and the damper was at the limit of its travel before the car springs became compressed; the results as the car went over the bumps of my homeward passage were illustrated by the damage. It was sorted out without trouble, no actual breakage having occurred, and now the car skims around with a new tautness that is most enjoyable after the feeling of general slackness that inefficient damping generates.

✦ ✦ ✦

Fateful Combinations

IN the recent brilliant weather I was driving home into a setting sun, through one of London's suburbs; at such times the scene is very much a matter of blacks and whites. My attention was attracted to a boy cyclist ahead of me who was obviously new to riding and was swerving almost wildly. I overtook him as widely as possible, keeping him in the corner of my eye, meantime conscious of the distance off of a vehicle passing me in the opposite direction and of traffic lights and the road for some distance ahead.

Suddenly I became aware of a woman pushing a perambulator across my path within the danger distance ahead. I clapped on the brakes, at the same time realizing that there was a crossing there, and pulled up with a squeal, disapproving glances from passers-by, and, strangely enough, the complete calm of the pedestrian in danger.

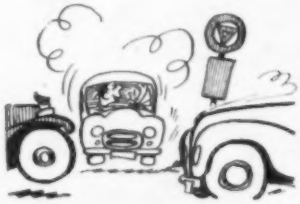
All was well, but this was a perfect instance of the necessity of simplifying the procedure of getting safely along the roads, for the circumstances were such that one needed a hundred eyes to be aware of all that was going on at those few particular moments, and in that peculiar light. We need, and quickly, extra propaganda to warn the pedestrian that there is no actual physical barrier between a zebra crossing and danger; too many folk are acting as though there were. Thank goodness the law has been clarified on the point (page 683).

✦ ✦ ✦

Open Crossings

ONE of our most regular correspondents (whose letters are always typed, and on amply sized pieces of paper, thus gladdening the blue pencil of the sub-editor) comments on the open cross-roads, openly arrived at, about which I wrote on May 9. Why not, he says, put Halt signs there? I regretfully admit that Slow signs already exist and that the corner is so open that it does not justify the stronger sign; the Minister does not like these erected unless there is good reason, for fear of lessening the respect of the public for them. My Birkenhead correspondent seems impressed by the respect that the Halt sign commands, but I cannot say that I feel so confident about obedience to it. Anyway, the cross-roads in question is already adequately signed; the trouble is deeper.

I have made further observation



So open.

there, and think that there is a certain camouflaging of oncoming vehicles by the background. The country is characterless and flat (typical Middlesex, as a Berkshireman would say with some glee), with the customary near-London mess of small field, distant ribbon building, odd tree and nondescript colour jumble. Against this vehicles seem to lose themselves with considerable ease—I admit that I have failed to see them there more than once. This is one of those "jinx" types of cross-roads that Lt. Col. Bennett waged war on when he was with the Oxfordshire authorities, by making it impossible to go straight across the major road. The results he achieved in accident reduction are (alas) only history.

✦ ✦ ✦

Jet-propelled dust.

More About Dust

WRITING from South Africa, a doctor gives me more details about dust penetration as he sees it. Normal entry of dust, he thinks, can be got over by experiment in this country, but he is not so sure about the jet-propelled dust that comes in at high speeds. From about 60 to 80 m.p.h. is a typical speed at which, he opines, a pressure builds up on the underside of the car, and a negative pressure inside the car owing to the use of triangular ventilating panels as extractors. The slightest gap in the sealing then allows a real jet of dust to be drawn in from underneath the car. The answer to this one must be a slight positive pressure inside the car, higher than the "build-up" underneath, though that may be uncomfortable; I am never happy in the pressure of London Tube trains. It is doubtful if sealing can ever be perfect, or, if perfect to start with, that it can stay perfect long enough.

My correspondent also complains that too little is known of the British car in South Africa, and urges the manufacturers to do more about it. Certainly there is little excuse for British products not to be widely enough known these days.

Yours to command

Gear changing is so simple in the Lanchester. A finger touch on the pre-selector lever at your convenience, then a stroke on the change pedal when you need the new ratio — and you've changed gear! Your hands never leave the wheel. Up hills or when overtaking, select your gear beforehand and then change with a single stroke when you want.

When your car is a willing servant you can get the best out of any journey and driving is always a pleasure. Just step into the Lanchester and see for yourself how this fine car answers your commands—making easy work of hilly country roads or crowded city traffic. Here you enjoy the freedom of truly flexible performance, positive control and the silken smooth drive of Daimler Fluid transmission* and pre-selective gears. **Licensed under Fluidrive and Daimler Patents.*

For a halt in traffic, apply brake only and you stop with gear still engaged and engine ticking over ready for a swift start.

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First five places won by
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ALBI GRAND PRIX
FERRARI - L. Rosier

GOODWOOD
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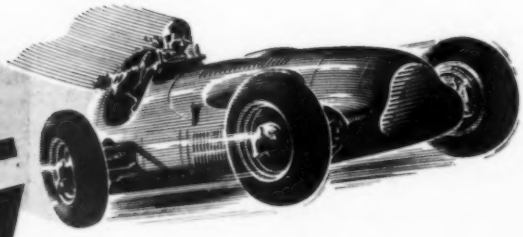
HEALEY - W. D. R. Lamb

SNETTERTON
Formule Libre Race
E.R.A. - F. R. Gerard

(Subject to official confirmation)



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NEWS and VIEWS

Canadian Somersets

IN a recent week 750 Austin Somersets were sold to Canadian distributors and dealers, earning one and a half million dollars in one week, most of which will be remitted to Britain. The Austin company believes that this is the biggest week's dollar earning by a single commodity on record.

Roads Deputation

THE deplorable situation in which this country finds itself owing to the absence of expenditure on the roads was reiterated to the Minister of Transport, the Rt. Hon. Alan Lennox-Boyd, M.P., by a deputation from the British Road Federation which met the Minister on May 29. The deputation was led by Mr. R. Gresham Cooke, chairman of the Federations's Highway Committee and director of the Society of Motor Manufacturers and Traders.

The memorandum explaining the Federation's point of view makes a telling point of the savings which follow road construction and the elimination of traffic delays, and reinforces its opinion with a quotation from the presidential address at the Institute of Transport last October, in which Mr. A. B. B. Valentine, a member of the London Transport Executive, said: "I believe it could be proved that the expenditure of, say, £10,000,000 on road improvements would produce a bigger and quicker dividend in the saving on man-hours, equipment and resources than an equal expenditure by almost any of the major industrial users of capital today."

The view that new roads would "pay for themselves" has long been held by another authority, Mr. C. T. Brunner.

Touring the West

DETAILED itineraries for a round tour embracing Exeter and Minehead, together with supplementary routes, are contained in a new booklet for A.A. members touring Devon and Cornwall, obtainable from the Association. The total mileage is 465, and a shorter tour for caravans, omitting narrow and hilly roads, totals 304 miles. The booklet contains much supplementary interest and is prepared on the customary A.A. route card style.

At the farewell dinner to Montague Tombs, consulting and technical editor of "The Autocar"; left to right, Mr. L. P. Lord, "Monty" Tombs and Mr. C. E. Wallis.

UNIQUE EVENT

MONTAGUE TOMBS, for many years Technical Editor of *The Autocar*, has retired from active service with the journal while still retaining a consultative link; his connection with the publishers, Iliffe and Sons Ltd., goes back forty years, with the result that "Monty," as he is affectionately known, may be said to have grown up with the industry, and certainly with *The Autocar*, which was first published in 1895, 57 years ago.

His retirement was honoured by a dinner at the Welcombe Hotel, Stratford-on-Avon, on May 28, at which the motor industry was represented by some of its most eminent men; Mr. C. E. Wallis, chairman and managing director of the Associated Iliffe Press, presided. The toast of the guest of honour was proposed by Mr. L. P. Lord, chairman and managing director of the Austin Motor Co., Ltd., and this was seconded by Mr. Frank Woollard, director of the Birmingham Aluminium Castings (1903) Co., Ltd.

In his response, "Monty" recalled his many years of pleasant association with the motor industry and his sincere pleasure at the gathering of friends who faced him across the tables; he pleaded, with due deference to the technical brain-power present, for a concerted attack on the problems of the automobile gas turbine, because of the immense promise of the turbine as a power unit. The speeches were wound up by Mr. G. E. Beharrell, deputy chairman and managing director of the Dunlop Rubber Co., Ltd., and with a lighthearted footnote by Mr. A. Keene, of Lea-Francis, Ltd.

It is appropriate that this journal should record at such a juncture the debt it owes to such men as "Monty." As readers are well aware, *The Autocar* stands firmly by the tradition of good journalism—accuracy in news, responsibility in views, and dignity in presentation—and it is to the predecessors of the present staff that the building of that tradition is owed.

GUEST LIST

Those present at the farewell dinner in honour of Mr. Montague Tombs included the following: W. W. Balding (Nuffield), G. E. Beharrell (Dunlop), A. Botwood (Harry Ferguson), J. F. Bramley (Austin), H. T. Chapman (Armstrong Siddeley), S. C. H. Davis, I. Duncan (Austin), Dr. Foeg (M.I.R.A.), E. Grinham (Standard), R. Hanks (Nuffield), G. W. Harriman (Austin), D. Healey (Healey), A. Hess (Austin), S. C. Haines (Austin), W. Heynes (Jaguar), A. Keene (Lea-Francis), J. Leek (Daimler), G. J. Long (Daimler), L. P. Lord (Austin), W. Lyons (Jaguar), V. Oake (Nuffield), J. J. Parkes (Alvis), L. J. Penrice (Standard), S. W. Phillips (Rover), H. Evan Price (Dunlop), E. Rankin (Jaguar), Sir Reginald Rootes, G. Rootes (Rootes), S. Sharpe (Armstrong Siddeley), L. Shorter (Singer), C. Simpson (Daimler), C. Van Eugen (Nuffield), M. C. Wilks (Rover), F. G. Woollard (Birmingham Aluminium).

PAPER TROUBLE

IN the House of Commons last Thursday the Motor Vehicles (International Circulation) Bill, which has passed through the Lords, came up for second reading.

Mr. Nabarro (Conservative) regretted that the Bill did nothing to simplify the complex procedure involved in taking a car abroad and visiting several countries. He said that he himself was to spend Whitsun travelling through Scandinavian countries, and he produced a large folder containing the documents that must accompany him: a passport, an international certificate for motor vehicles, an international driving permit, an international fiscal permit, and a carnet that served as a sort of passport for his car.

Mr. Gurney Braithwaite, the Parliamentary Secretary to the Ministry of Transport and Civil Aviation, said that, while he sympathized with Mr. Nabarro, if there was only one document those who lost it would be in a far graver situation than if there were six. There were people who went abroad and who were good at losing documents of this kind.

With regard to lighting there was a shortage of material which did not enable this country to go in for quite such flamboyance as cars in other countries, but Britain adhered to the main principles of lighting in international conventions. They varied a little from time to time.

On the question of insurance, he said that a new international agreement was now "being finalized" at Geneva.

The Bill was read a second time.

Controls Eased

BY suspending all controls on hire-purchase, the Canadian Government has given a fillip to car sales, which should be reflected in the sales of cars exported from Britain. The controls were originally imposed in November, 1950.

NEWS and VIEWS

— continued —

Vauxhall Report

DESPITE an increase in trading profit of £520,000, making a total of £5,052,336, the net profit for 1951 of Vauxhall Motors, Ltd., at £942,935, was £158,000 less than in the previous year. The reason for this was, of course, the large-scale programme of modernization and expansion. So far, £10,000,000 has been spent on the project. The dividend on ordinary stock is once more six per cent.

Special Morgan Bodies

THREE special bodies have been built on Morgan Plus Four chassis for Basil Roy, Ltd., 161, Great Portland Street, London, W.1, and it is understood that there may be small-scale future production. The bodies follow the same lines as those of the standard Morgan two-seater, but they have aluminium instead of steel panelling, a stowage compartment for side screens behind the rear seat squab and real leather upholstery. The addition of a facia locker and a map shelf, and a full-length tonneau cover, are other details in which the specials differ from the standard bodies. The price is £685 plus £382 1s 1d purchase tax.

Minx Anatomy

LARGE charts of sections through the Hillman Minx engine and other Minx components have been published by Humber, Ltd., Ryton-on-Dunsmore, Coventry, Warwickshire. The drawings are done in grey washes, high-lighted and coloured where needed, in the photographic style, and are very easily understood by people who may be good mechanics but are a little baffled by blueprints and their conventions. The set costs £2 10s, and comprises longitudinal and cross sections of the engine, and sections of the gear box, back axle, steering units and adjustments, and front suspension and brake layouts.

March Production

PRODUCTION of new cars in March totalled 42,207, a most encouraging total that exceeded the March, 1951, figure by 815. March in both years was a five-week month but whereas the February, 1951, figure was 40,380, the corresponding February figure for this year was only 35,028. Thus the March total is no fewer than 7,000 in excess of the February figure.

Of the figure, 31,975 were for export (about 75 per cent) and production was divided into the following categories :—

Up to 1,600 c.c.	28,670
1,600-2,200 c.c.	5,900
Over 2,200 c.c.	7,637

Motorists Finance N.H.I.

THAT motorists will be providing enough money this year (£359,000,000 at least) to pay for practically the whole of the National Health Service was one of the points made by Mr. Donald Harrison, sales and service director of the Nuffield Organization, when he opened new Morris distribution premises in Leicester. While motoring was being put out of the reach of the working classes the Government would take £64 million in licence duties, £242 million in fuel taxes, and £53 million in purchase tax.

Jaguar Prices

INCREASED prices now apply to Jaguar cars as follows :

	Old Total	New List Price	New Total
	£ s d	£	£ s d
Mark VII saloon	1,605 16 11	1,140	1,774 16 8
XK fixed-head coupé	1,695 18 11	1,140	1,774 16 8
XK120 two-seater	1,678 7 9	1,130	1,759 5 7

Watching Lubrication

THE Esso Petroleum Co., Ltd. has sponsored a new film showing the theory of lubrication and explaining exactly how oiliness additives and extreme pressure additives function. This film makes clever use of animated diagrams and of micro ciné photography of moving parts to enable the eye to see such phenomena as a shaft actually floating on its film of lubricant, or microscopic degrees of wear taking place in surfaces. Though not designed specifically to have a popular appeal, the film is easily understandable, even by the layman; 16 mm copies are available for student bodies and Esso agencies.

Incentives in Service

INCENTIVE schemes for improving speed and quality in vehicle maintenance, now in operation, were described by Mr. S. Riddalls, manager of the new Broadstairs branch of Martin Walter, Ltd., of Folkestone, at a recent ceremony during which Councillor A. T. Tucker, J.P., chairman of the Broadstairs council, officially opened the depot, which is in Ramsgate Road.

State of the Industry

BEFORE the House of Commons rose for the Whitsun recess, Mr. Roy Jenkins, the Labour member for the Stechford division of Birmingham, raised the question of the future of the motor industry. He warned the House that the industry might be moving out of an era of raw materials shortage into a more dangerous era of shortage of demand overseas. In future, the important medium of exchange in the world would probably be the commercial vehicle and tractor rather than the ordinary car.

The Parliamentary Secretary to the Ministry of Supply pointed out that since the war the industry had earned £1,000 million's worth of foreign currency. In the first four months of this year exports of vehicles had earned £73 millions. He admitted that one must share the anxiety of the industry at the fall in output since 1950. In 1950 the total output of vehicles was 780,000; in 1951, 730,000; and this year production was at an annual rate of 706,000. That figure included military vehicles.

The Government were trying to get more steel, but he could make no forecasts or promises. In the first four months of this year the industry produced just under 150,000 cars and 76,000 commercial vehicles; 127,000 cars and 49,000 commercial vehicles were exported. But many of these cars were produced at the end of 1951. It was too early to say whether the industry would be able to obtain substitute markets for those lost in Australia, but there was a good indication of welcome success in North American markets. Home quota sales so far were the figure laid down. He assured the House that the broad aim of the Government remained to increase the number of cars for export in the latter half of the year.

CRACK DETECTION

FRACTURE of components such as stub axles, spring brackets, or axle shafts is generally traceable to the existence of a minute surface crack which was present when the part was made or which developed under the stress of usage.

Detection of such cracks has been a part of inspection technique for some years, the more common method being that applied to ferrous materials having magnetic properties. A suitable "ink" containing a magnetic powder is applied to the test piece, which is then brought within a magnetic field. Owing to the opposite polarity which adjacent edges of a crack assume, the magnetic particles in the "ink" congregate in this area, so indicating the presence of the crack by outlining it. Defects under the surface are also indicated even though they are at a relatively considerable depth.

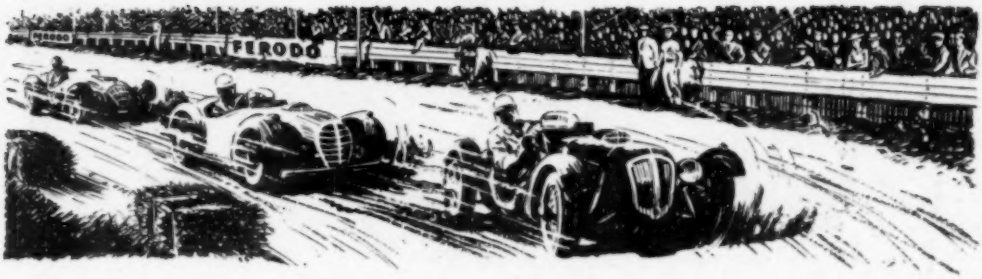
Specimens can be magnetized by placing them as a whole between the poles of an electromagnet (or a permanent magnet), or local areas on large articles can be inspected by painting the suspected portion with "ink" and then bridging it with any suitable magnet. Magnetic flaw-detection ink is made under the name Supramor by Manchester Oil Refinery, Ltd., Trafford Park, Manchester, 17 in several grades and four colours, black, red, yellow or white.

With non-magnetic materials such as brass, light alloys, stainless steel or plastics, the magnetic system of crack detection is obviously inapplicable. To meet requirements, therefore, in the many uses of these materials, recourse is had to the fluorescent method. The magnetic powder is replaced by a powder in the "ink" which is strongly fluorescent under ultra-violet rays—that is, it glows a bright "neon sign" green when an ultra-violet beam is directed on to it.

The part to be examined is brushed or dipped in the fluorescent ink, allowed to dry for a moment or two, or has the surplus ink washed off by a volatile solvent, and is then examined under a lamp specially devised to project a beam of ultra-violet "invisible light." Surface cracks not normally visible show up in striking prominence. This method does not indicate under-surface defects unless they extend to the outer skin of the part.

Hand Projector

A suitable hand lamp for the projection of "black light" has been developed by Hanovia, Ltd., Slough, Buckinghamshire, for use in conjunction with the fluorescent ink (Glo-mor) now being produced by Manchester Oil Refinery, Ltd. as a complementary crack-detecting fluid to the magnetic type. The two products provide a valuable development in inspection technique in both manufacture and repair work.



More Ferodo Winners

BRITISH EMPIRE TROPHY

1st P. W. C. GRIFFITH (LESTER M.G.)
2 hrs. 54 mins.

2nd G. A. RUDDOCK (LESTER M.G.)
2 hrs. 54 mins. 21 secs.

3rd J. M. HAWTHORN (FRAZER-NASH)
2 hrs. 54 mins. 52 secs.

4th FRAZER-NASH **5th** FRAZER-NASH **6th** JAGUAR XK120

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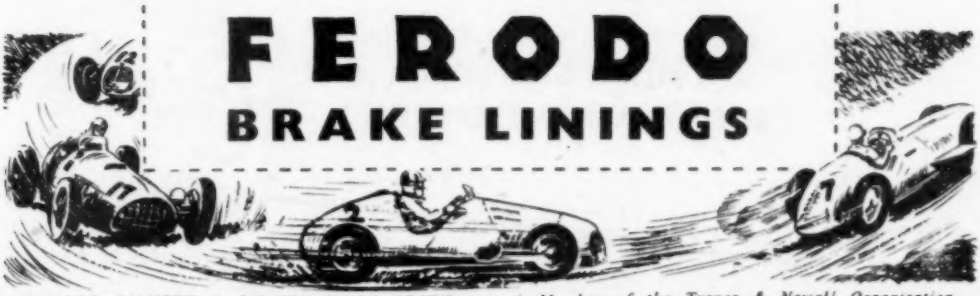

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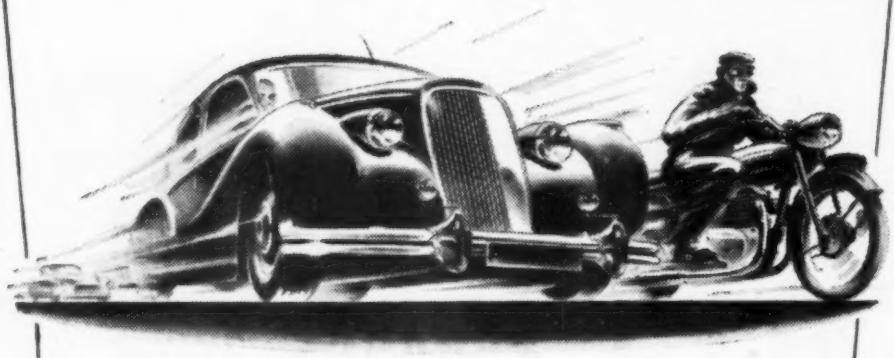

1ST in 1935 with additive to reduce cylinder wear
British Patent No. 423441. Also see National Physical Laboratory Report 12/1/35

1ST in 1935 with a mild detergent to clean the engine itself
British Patent No. 431066

1ST in 1938 to announce lighter oils for easy starting, quick getaway and petrol economy
See National Physical Laboratory Report 2/9/38

1ST in 1949 with improved inhibitors to protect the oil itself
British Patent Nos. 658243—658183

1ST in 1951 with hypoid axle oils containing anti-scuffing additive and rust and corrosion inhibitors
covered by:—British Patent Nos. 561898—561941—588864

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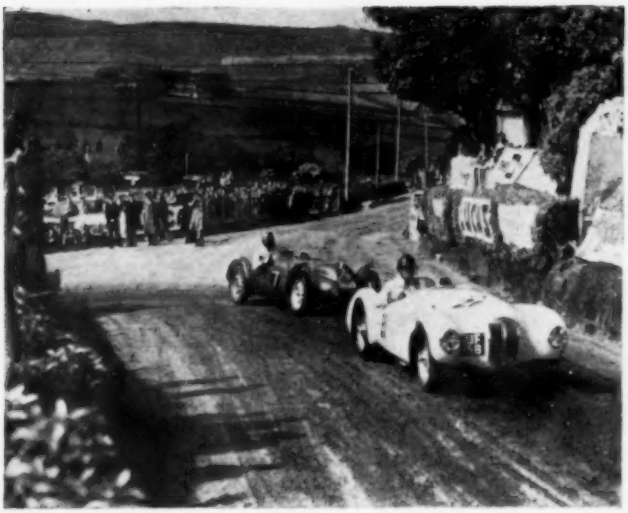


J. M. Hawthorn, driving L. Potter's Mille Miglia Frazer-Nash, leads the winning Lester-M.G. out of Cronk-ny-Mona corner; but he was still a lap behind on handicap! Right: The winner, Pat Griffith, before the race started, with Harry Lester, designer and constructor of the Lester-M.G.

FINE MANX RACE

LESTER-M.G. SCORES DECISIVE VICTORY IN EMPIRE TROPHY WITH HIGH RETIREMENT RATE

THE fourteenth Empire Trophy race to be organized by that energetic body, the British Racing Drivers' Club, took place on Thursday of last week over the road circuit outside Douglas, in the Isle of Man. Although there were no Continental entries, the race lost nothing in excitement, and proved extremely hard. Victory went to P. W. C. Griffith at the wheel of his fleet little Lester-M.G., who, it will be remembered, was unlucky not to win the same event last year. Another Lester-M.G. was second in the hands of G. A. Ruddock, while J. M. Hawthorn was third after a spirited drive in L. Potter's Mille Miglia Frazer-Nash.

Geoff Duke, idol of the island and motor cycle racing star, appeared to have the race in his pocket in the early stages, beating his handicap by a substantial margin; but mechanical trouble put his DB3 Aston Martin out of the race by half-distance. The 1½-litre class was naturally won by Griffith; the 3-litre class by Hawthorn; while Sir James Scott-Douglas secured first place in the unlimited class for the *Ecurie Ecosse* team of Jaguars.

THE two practice sessions for the race, of which the first was run on damp roads and the second in the dry, provided some interesting results and comparisons. Since last year a good deal of work has been done on the circuit, particularly to the section known as the Nursery; here the road has been widened and resurfaced, permitting considerably higher speeds to be attained. In the first period fastest time was set up by Duncan Hamilton at the wheel of his brand-new XK120C Jaguar, the first of these cars to appear in the hands of a private owner, in 3m 16s; next came Stirling Moss in S. G. Greene's Frazer-Nash (last year's winner) and Geoff Duke (DB3 Aston Martin) in 3m 23s and 3m 24s respectively. On the dry roads of the following day, however, Duke got down to 3m 17s and Moss to 3m 18s; Hamilton, whose car was afflicted by steering troubles, did not go out again. Fastest 1½-litre was J. C. C. Mayers, whose Lester-M.G. achieved 3m 29s.

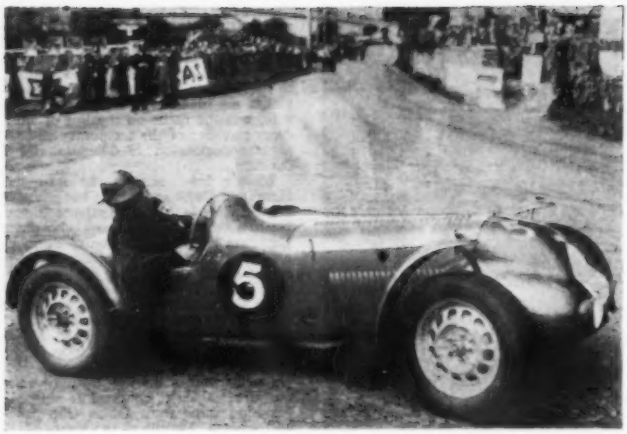
As the largest cars, among which was Hamilton's, had to concede a lap to the 3-litres, including Duke and the Frazer-Nashes, and four laps to the 1½-litres, the situation was interesting. On the face of it, this would mean about 4 sec per lap in the one case, and 16 sec per lap in the other; thus, if Hamilton could reduce his lap time to 3m 13s in the dry, he would balance the times set up by Duke and Mayers. But keeping these times up for the 52 laps (200 m) was another matter.

Race day was fine, if cool, and gradually, as the starting hour of 2.30 p.m. approached, the crowds gathered round the circuit and the cars were brought to the start. There could be no doubt as to the popular favourite; Geoff Duke, the idol of the island, with a Manx girl as his wife, was the name on the lips of almost every member of the temporary and permanent population of Douglas and its environs.

In the front row at the start were Hamilton, Duke and Moss; but when the flag fell it was Mike Hawthorn (Frazer-Nash) from the second row who chased Hamilton's light green Jaguar down the road to Parkfield Corner. Duke was hard on his heels; but Stirling, for once, got a poor start and was lying sixth behind the other Frazer-Nashes. At the end of the first lap Hamilton led from Duke, Hawthorn, Salvadori, Mitchell and Moss—Jaguar, Aston Martin and four Frazer-Nashes. In the next few laps Moss gradually worked his way up until he led the Frazer-Nash contingent; but the sensation came from Duke, who caught and passed Hamilton in front of the stands at the end of the second lap! Meanwhile Mayers, in the fastest of the three Lester-M.G.s of the "Monkey Stable," came into the pits for a six-minute stop with relief valve trouble—one favourite out of the running.

Now it was Duke, Duke all the way, who was lapping consistently in 3m 19s, with more than one lap at 3m 18s to establish a new sports car lap record. It was obvious that all was not well with Hamilton's car, and after only five laps he fell out with rear-axle trouble. The leader on distance, by reason of his credit laps, was Griffith in the second Lester-M.G., followed by his team-mate Ruddock and the two Cooper-M.G.s of Leonard and Davis; but Duke could catch them with something to spare.

Hitchings' Cadillac-Allard was already out with gear box trouble; next to go was Ted Lund's TD M.G. with a run big-end; and then at thirteen laps Stirling Moss came into the pits with misfiring. Plugs were changed; but next time round he was in again, and his chance of winning had gone. From then on he had nothing but trouble, but he kept on doggedly until the race was half over. Cliff Davis' Cooper-M.G. went out with a recurrence of the big-end trouble which had occurred first during practice; but still Duke sailed serenely round, catching up on his handicap until after nineteen laps he was fourth on distance—already, credit laps included! This pleased the cus-



G. A. Ruddock, who drove well to bring his Lester-M.G. into second place, hauls round at Cronk-ny-Mona. Below: H. A. Mitchell, who finished third in the 3-litre class in his Le Mans Replica Frazer-Nash, leads W. H. Robinson's Jowett Jupiter round Onchan Corner.

tomers immensely as they cheered him on his way; but three laps later the Aston Martin came to rest at the Manx Arms in Onchan—some wires had become detached behind the instrument panel, and the ignition had failed. Duke got going again, and toured into the pit, where repairs were effected; but he had lost a lot of time. On he went; but a few laps later he disappeared.

Hamilton, Duke, Moss, Mayers—all the favourites were now out of the running. Griffith was firmly established in the lead, both on handicap and on distance; Hawthorn led the 3-litres, and might still be placed in spite of the fact that the Frazer-Nash had lost its exhaust system. The large car class was led by Ian Stewart with the fastest of the three *Ecurie Ecosse* Jaguars—but soon he fell out with engine trouble, and his team-mate David Murray ran into the bank at Onchan and put the second car out. This left Scott-Douglas to lead the class from the remaining XK120s, which he was to do till the end.

Meanwhile the race continued—and then the leader suddenly came into the pit, pointing at his left-side front wing, which was loose. Harry Lester tore it off, and he continued; he was still firmly in the lead, and the impossibility of his being caught by Hawthorn was emphasized when the latter had to come in for a hasty refuelling stop. Quickly as this was done, it meant that he could catch neither first nor second man. Behind Hawthorn came Salvadori and Mitchell with the other two Frazer-Nashes; then Scott-Douglas, and then Robinson with the Jupiter, now third in the 1½-litre class but a long way back.

And no last-minute misfortune marred Pat Griffith's chances this year; so he came down the road to win the Empire Trophy race, followed by his team-mate Gerry Ruddock. Lester-M.G.s first and second; the "Monkey Stable" and Harry Lester might indeed be proud. Then came Hawthorn, less than a minute behind the leader, after a very good effort, and then the other Frazer-Nashes to complete their class triumph. Only twelve of the twenty-seven starters were still running at the end.

RESULTS

Race distance: 52 laps of 3.86-mile Douglas Circuit
General Classification

	h m s	m.p.h.
1. Lester-M.G. 1,467 (P. W. C. Griffith)	2 54 0	64.20
2. Lester-M.G. 1,467 (G. A. Ruddock)	2 54 21	64.07
3. Frazer-Nash 1,971 (J. M. Hawthorn)	2 54 52	67.88

4. Frazer-Nash 1,971 (R. F. Salvadori), 2h 56m 30s; 5. Frazer-Nash 1,971 (H. A. Mitchell), 2h 57m 42s; 6. Jaguar 3,442 (Sir J. Scott-Douglas), 2h 54m 52s; 7. Jowett Jupiter 1,486 (W. H. Robinson), 48 laps; 8. M.G. 1,250 (J. T. K. Line), 47.

CLASS RESULTS

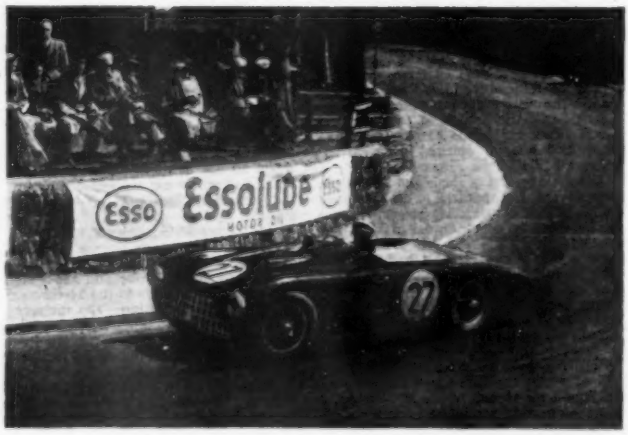
Up to 1,500 c.c.: 1. Lester-M.G. (P. W. C. Griffith); 2. Lester-M.G. (G. A. Ruddock); 3. Jowett Jupiter 1,486 (W. H. Robinson). **Fastest lap:** Lester-M.G. 1,467 (J. C. C. Mayers), 3m 28s, 66.81 m.p.h.

1,501 to 3,000 c.c.: 1. Frazer-Nash (J. M. Hawthorn); 2. Frazer-Nash (R. F. Salvadori); 3. Frazer-Nash (H. A. Mitchell). **Fastest lap:** Aston Martin 2,580 (G. Duke), 3m 18s, 70.53 m.p.h. (lap record for sports cars).

Over 3,000 c.c.: 1. Jaguar (Sir J. Scott-Douglas), 2h 54m 52s, 65.22 m.p.h.; 2. Jaguar 3,442 (S. J. Boshier), 44 laps; 3. Jaguar 3,442 (W. B. Black), 43. **Fastest lap:** Jaguar 3,442 (J. Duncan Hamilton), 3m 22s, 69.13 m.p.h.

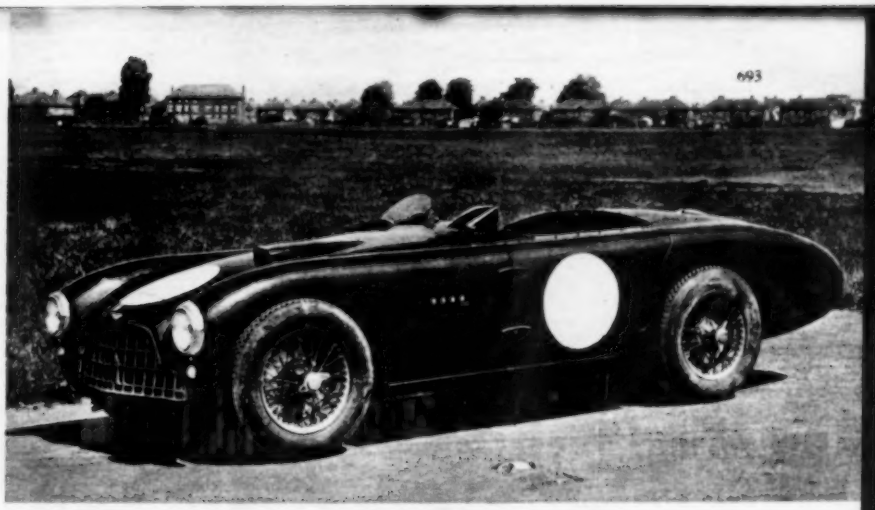
WINNERS' EQUIPMENT

First: Lester-M.G. (P. W. C. Griffith). Fuel Esso; carburettor S.U.; fuel pump S.U.; plugs Lodge; ignition Lucas; spring dampers Woodhead-Monroe; tyres Dunlop; wheels Dunlop; brake linings Ferodo. **Second:** Lester-M.G. (G. A. Ruddock). Similar to above. **Third:** Frazer-Nash (J. M. Hawthorn). Fuel Esso; carburettor Solex; fuel pump AC; plugs K.L.G.; ignition Delco-Lucas; spring dampers Armstrong; tyres Dunlop; wheels Dunlop; brake linings Ferodo.



Geoff Duke, who fell out of the race when victory seemed within his grasp, rounds Parkfield Corner in the DB3 Aston Martin.

NEW CARS DESCRIBED



In racing trim the DB3 really looks the part. The forward-facing duct in the bonnet top conveys air to the three Weber carburettors, while the duct in front of the aero screen supplies fresh air to the cockpit. To conform with racing regulations, two leather straps are fitted at the back (non-hinged) end of the bonnet.

ASTON MARTIN DB3

AN OUTSTANDING NEW SPORTS-RACING CAR

THE question of open or closed cars for sports car racing is one that has often been commented on in sporting circles, and good arguments can be made out for the use of both types of body. Those in favour of a closed body point out that such a car gives the driver protection and permits a body with very low drag characteristics to be used. On the other hand, the open car enthusiasts value the increased visibility obtained when roof and windscreen are eliminated. No matter which type is produced, on the day of the race the drivers concerned will be likely to say they prefer the other type; human nature is like that.

Since the war, until the introduction now of the DB3 model, and with the exception of the Spa 24-hour race in 1948, Aston Martin have raced saloon cars with very successful results.

The new DB3 is an open car, and it is the policy of the makers to produce this model in a race-ready form, items such as the hood and side screens, and, in fact, some of the interior trim, being optional extras. In other words the purchaser starts off with a stripped sports-racing car and adds extra comfort, if and when he requires it, instead of buying a car in full touring trim and then stripping off the unwanted items.

Power for the new car is provided by the Vantage engine, which, it will be remembered, is available as an optional unit for the existing DB2 model. As the standard engine has been described previously it is proposed to list only the main features of the Vantage engine and show where it differs from the standard unit. With a capacity of 2,580 c.c. this six-cylinder twin overhead camshaft engine develops 140 b.h.p. at 5,200 r.p.m. on a compression ratio of 8.16 to 1 (and 80-octane fuel), compared with 107 b.h.p. at 5,000 r.p.m. for the standard unit with a 6.5 to 1 compression ratio. The crankcase is exceptionally stiff and forms a very firm foundation for a high-performance power unit. The crank-chamber extends well below the crankshaft centre line, and the front main bearing is fitted direct into the front of the crankcase. Both of the centre main bearings and the rear main bearings are carried in light alloy circular housings; these are split horizontally. The shaft, complete with its three bearing housings, is threaded into the crankcase from the back end. The bearing housing supports are well ribbed and these, in turn, help to stiffen the whole structure, and in effect divide the crank chamber into three parts. Casting problems are simplified, and uniformity of cylinder walls is ensured, by the use of wet cylinder liners. These are located at the bottom end by spigots and sealed by thin copper "figure of eight" rings. A finned Elektron sump closes the base of the crankcase.

Good breathing is ensured by the design of the cylinder head. Twin camshafts operate the inclined valves (inlets on the left and exhausts on the right), by means of cylindrical tappets which pass over the valve springs and slide in bores in the cylinder head. Valve inserts are used for both the inlet and the exhaust valves, which have throat diameters of 1.375in and 1.25in respectively. To reduce valve timing variations that could be caused by camshaft distortion a bearing is placed on both sides of each cam. In all, therefore, this engine has twenty-four camshaft bearings. Both camshafts are chain driven by a two-stage drive, and chain tensioning is provided by hydraulically operated tensioners energized by engine oil pressure.

Cooling

Engine cooling by means of a pump and pressurized radiator is arranged to ensure an ample supply of coolant around the exhaust ports and cylinder head, while still maintaining some pumped water circulation through the cylinder block (as distinct from some systems where the water around the bores is more or less stagnant). To enable a low bonnet line to be used the radiator header tank is remote from the film block and mounted on the bulkhead behind the engine. A breather pipe from the highest point on the cylinder-head water jacket is fed back to the header tank to prevent the formation of air locks or steam pockets. The radiator film block is formed in two parts; the section on the right—20 per cent of the total block area—is an oil cooler. Improved oil cooling is also obtained by using Elektron for the sump.

Other changes in engine detail components are a lower timing case cover, again to permit the bonnet line to be lowered, and modified front engine mountings on the three-point power unit suspension. Mixture is supplied by three 36DCF5 Weber double-choke downdraught carburettors in place of the two side-draught S.U. instruments used on previous production models. Side-draught Weber carburettors were used by the works team cars last year. A forward-facing air intake is arranged to supply cold air to the carburettors.

Not only is it important to get the fuel-air mixture into the engine; the exhaust gases must be removed, too—and quickly if the incoming charge is not be be unduly contaminated. On the DB3 this is accomplished by using what is, in effect, two complete exhaust systems, one for each group of three cylinders. The manifolds, each containing three branches, are fabricated from steel tubing in place of the castings on the DB2. From the manifolds two separate pipes run into a double-tube "straight-through" silencer with twin tail pipes that finish just in front of the right rear wheel and not in the usual position at the rear of the car. To permit movement between the flexibly mounted engine and the silencer, sliding joints are fitted to the pipes in front of the silencer.

Power is transmitted by means of a standard nine-inch, nine-spring Borg and Beck clutch, with carbon thrust withdrawal mechanism, to the five-speed gear box. The arrangement of the box is interesting, as the layshaft is not directly below the mainshaft as is usual, but offset to the right-hand side; this reduces the overall height of the box and allows the selector mechanism and remote control lever to run on the right of the longitudinal centre line. Synchromesh is fitted on the four lowest ratios—that is, on all gears except first. Top gear is an overdrive, but it is operated by the normal lever, an extra position being provided in the gate. A single helical tooth form is used for all

ASTON MARTIN DB3 . . continued

gears fitted with synchromesh. The light alloy gear box casing is externally ribbed to assist cooling and also to increase the rigidity of the structure. Cooling of this component is further assisted by the provision of ducts in the body undertray.

A short Hardy Spicer propeller-shaft (with a sliding member at its forward end) transmits the power to the hypoid final drive unit; this is attached to the frame by a three-point mounting using rubber sandwich blocks at the front. These are fitted to an Elektron bridge plate bolted to the differential nosepiece just behind the propeller-shaft universal joint. The rear mounting is formed by an enclosed rubber bush.

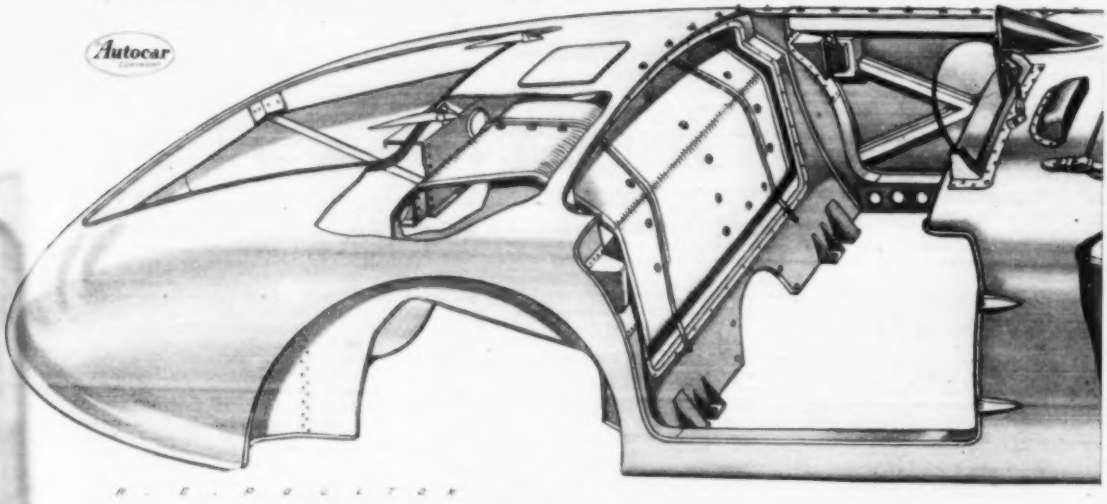
The differential sun wheels are connected to two short shafts which carry the brake drums and flanges for the final drive inner universal joints. The outer ends of the short final-drive shafts are attached to the rear-wheel stub shafts. These are supported in opposed taper roller bearings housed in 60-ton steel castings welded to the De Dion rear-axle beam. The outer ends of the stub shafts are splined to take the carriers for the centre-lock wheels.

Perhaps the most noticeable departure from the DB2 design is the frame, which, on the DB3, is produced from large-diameter steel tubes instead of a large number of small section rectangular tubes welded up to form a composite structure. As the new model is an open two-seater, all the torsional rigidity and beam strength must be supplied by the chassis frame. Extra stiffening from the roof and body panels is not available. The DB3 frame is very simple in construction and consists basically of a rectangle of tubes with a centre cross-member. The main side members are 4in diameter 16-gauge chromium molybdenum steel tubes; the front and rear cross-members are similar, but of 5in diameter. The rear-frame extension is fabricated from 2in tubes and small-section rectangular tubes. With an overall length of 111 inches the frame weighs 151 lb.

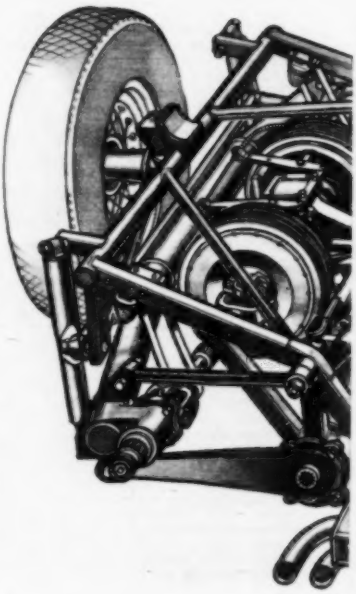
Trailing links and transverse torsion bars are used for both front and rear suspension systems. At the front the lower arms are supported on needle roller bearings, the outer races of which are pressed into a casting which is bolted to lugs on the end of the cross-member. This casting also forms the anchorage point for the torsion bar controlling the wheel at the opposite side. Both the bottom-link bearings are on the same centre line, and both the reaction or anchorage points for the torsion bars are offset from that line. It is therefore necessary for the torsion bars to cross, or "fold their arms," where they pass. Thus some form of universal joint is required to avoid subjecting the bars to severe bending as well as the torsion for which they are designed.

This problem was overcome by an ingenious arrangement. Square holes are machined in both the lower arms and the reaction member castings. Both ends of the torsion bars are splined. Between the torsion bar spline and the square hole is a bronze block internally splined to fit the bar, and square in cross-section to prevent the bar from rotating, but the four sides of the block are radiused to allow angular flexibility in the transverse plane when the bar is twisted. To adjust the static height of the car within close limits a vernier is provided by cutting 20 splines on one end of the torsion bar and 21 on the other end.

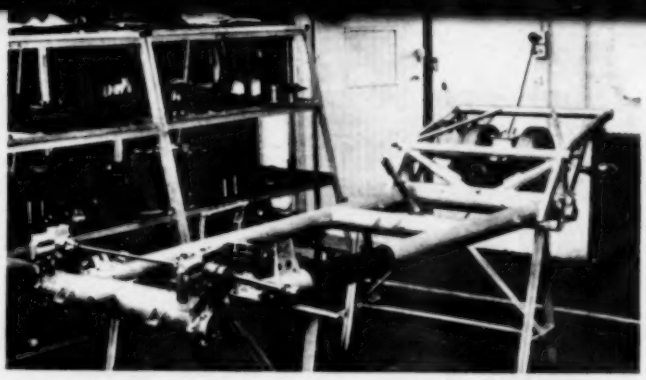
Both the upper and lower trailing arms terminate in ball joints which serve as steering pivots as well as suspension pivot points, thus eliminating the use of separate king pins. A tapered hole is bored in the back of the stub shaft to mate with the steering arm, which is held in place by a stud and nut. Inner bearings for the top suspension arms are formed by the dampers which also form the attachment points for the anti-roll bar. Rack and pinion steering is used and the short track rods are attached to the centre of the rack. A universal joint is fitted in the steering column close to the pinion housing. There are two turns of the wheel from lock to lock.



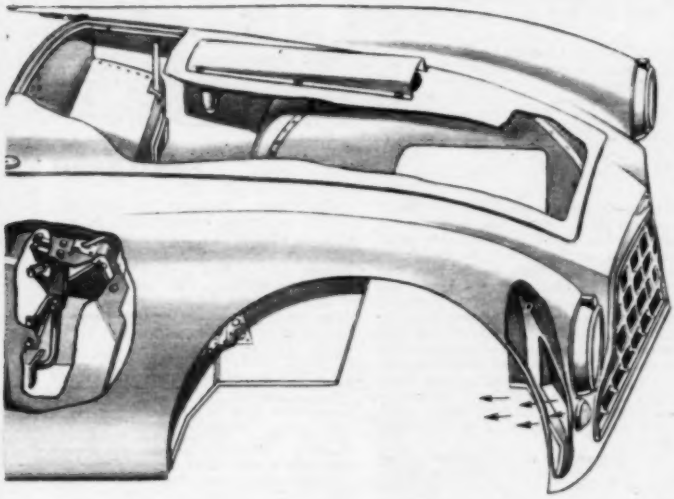
The arrangement of the new DB3 Aston Martin is very neat and compact. All the major masses are in two groups, one at each end of the car. Although the fuel tank is shown with the body for purposes of illustration, it is attached to the frame, and is not removed when the body is detached; as it is mounted almost within the wheelbase the effect on weight distribution resulting from variation of fuel carried is reduced to a minimum. The body possesses a beauty of line brought about by functional engineering rather than by pipe dreams of the stylist.



The rear suspension is similar in principle to that at the front, but the right-hand lower pivot bearing and torsion bar are placed above the left ones, and not in line as on the front suspension. This permits the torsion bars to run parallel one above the other, and eliminates the use of bronze blocks of the type used on the front suspension. It also means that the vertical distance between the upper and lower, inner (and outer) fulcrum points is greater on the left side of the chassis than on the right, but as it is a true parallel link mechanism no inaccuracies in geometry result.

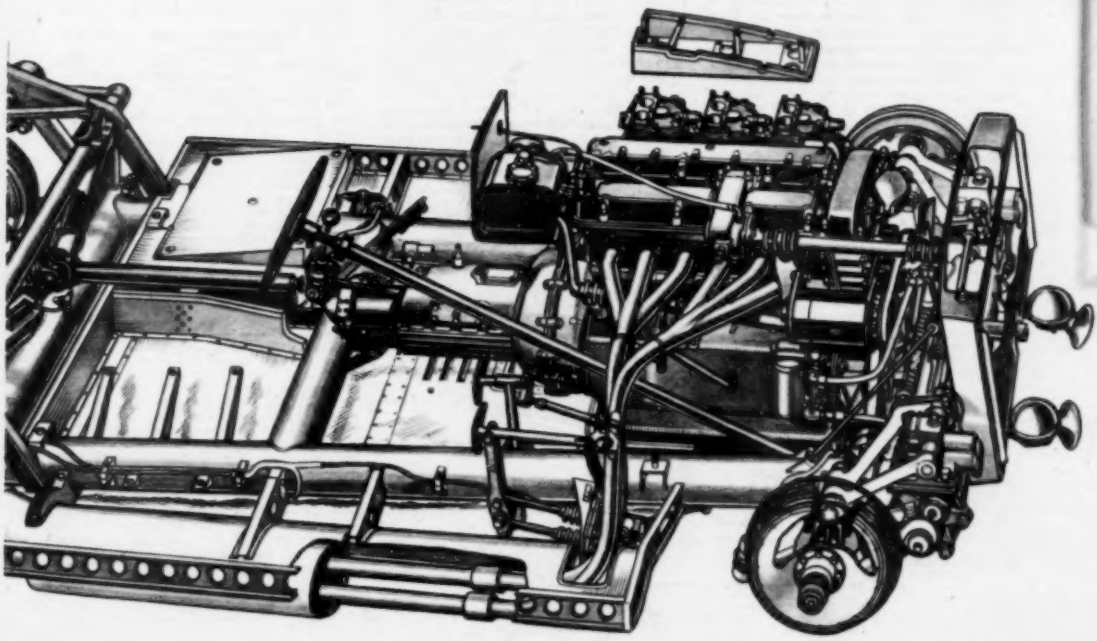


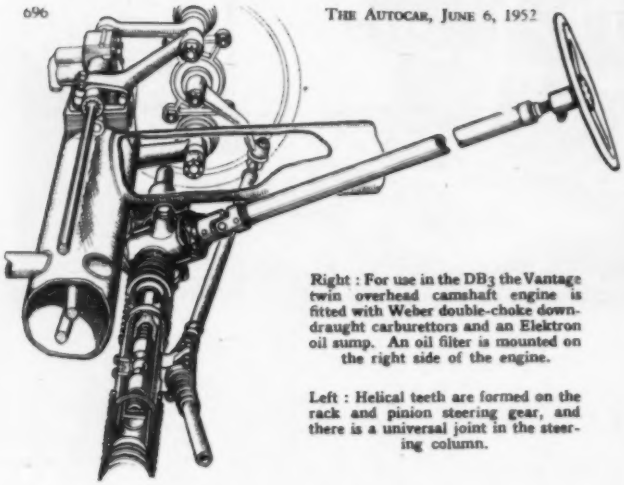
Large-diameter straight tubes are used for the main structure of the DB3 frame. The black band on the left side tube is protective paint to prevent corrosion that could be caused by battery acid. To facilitate working under difficult conditions such as those that often apply before a race the rest of the frame is painted a light colour.

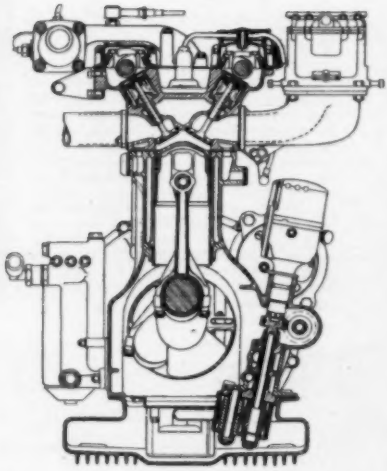


The lower trailing arms are each formed of two 0.125in 55-ton carbon steel plates bent to form a fork at the after end. This flat arm is necessary, as not only must it be strong enough to resist bending when a load is applied to the torsion bar, but also the arm itself must twist if a load is applied to one wheel only. This arrangement also means that the lower arms increase the roll stiffness during cornering. A Panhard rod provides transverse location for the axle beam. Telescopic rear dampers are fitted between the 3-inch diameter axle beam tube and the chassis rear extension.

The hydraulically operated brakes employ the two-leading shoe system at the front, operating in 13in diameter Alfin drums with cast light alloy back-plates. At the rear the 11in drums are mounted inboard on each side of the differential unit. The arrangement of the master cylinders is







Right : For use in the DB3 the Vantage twin overhead camshaft engine is fitted with Weber double-choke downdraught carburettors and an Elektron oil sump. An oil filter is mounted on the right side of the engine.

Left : Helical teeth are formed on the rack and pinion steering gear, and there is a universal joint in the steering column.

ASTON MARTIN DB3 . . . . . continued

interesting and is designed to suit the particular requirements of racing. Two one-inch diameter master cylinders are used (one for the front and one for the rear pair of brakes), so there are, in fact, two complete hydraulic systems. To enable very considerable use to be made of the brakes between adjustments at the drums—conditions that could apply in a long race—up to not less than 8 inches of travel is provided for at the pedal. With a normal pedal linkage such a big arc of movement would be difficult to arrange and even more difficult to operate; consequently a parallelogram system is used so that the pedal has a straight line motion for the whole of the range. The racing-type hand brake lever operates on the rear drums only by means of an enclosed cable which is connected to the lever-type compensator unit. The inner cable is connected to the right-hand lever, while the outer casing is attached to the left-hand lever. This arrangement automatically produces balance in braking between both drums.

The main function of the body structure is to produce a wind-cheating shell rather than contribute towards the general strength of the car as a whole. This enables the panelling to be made of light gauge material, 18-gauge aluminium alloy being used for the production models, and also enables the complete body structure to be made quickly detachable to facilitate work on the chassis. The body can be considered as consisting of two main parts: First, the undertray which completely encloses the underside of the car, and which does, in fact, form the floor; and the remainder or visible section of the body, which is attached to the chassis frame by ten bolts. To facilitate removal there are no fittings or components interconnected between body and chassis, with the exception of items such as instrument drive shafts. All the electrical wiring and switchgear is mounted on the body and is therefore removed as a unit with the main body structure.

The exterior of the car presents a very clean line, and with the exception of the forward-facing air intake duct and the pressing enclosing the rear-view mirror, the only projections in racing trim are the external hinges fitted to the doors and luggage locker. In the interests of weight saving, a light alloy pressed radiator grille is used; this retains a similar outline to that used on the DB2, but it is very much lighter in construction, although perhaps it offers slightly less protection for the radiator film block. However, this could easily be remedied by the inclusion of a wire grid behind the main grille pressing.

As mentioned previously, in standard trim the car will be supplied in a "race-ready" form. However, for those who require additional comfort and do not, perhaps, require the car for competition work, extra equipment in the form of interior trim and an attractive hood and screen is available. This fine new model is an addition to the range and it is not proposed to discontinue the DB2 model at present in production.

ASTON MARTIN DB3 SPECIFICATION

Engine.—6 cyl, 78 × 90 mm (2,580 c.c.). Compression ratio 8.16 to 1. 140 b.h.p. at 5,200 r.p.m. Four-bearing crankshaft. Wet cylinder liners. Hemispherical combustion chambers. Twin overhead camshafts, operating valves inclined at 60 deg included angle.

Clutch.—Borg and Beck 9in diameter single-plate; 9 springs; carbon thrust block.

Gear Box.—Five forward speeds, synchromesh on top, fourth, third, and second. Overall ratios: Top 3.415; fourth 4.11; third 5.24; second 7.76; first 11.919 to 1; reverse 8.63 to 1.

Final Drive.—Hypoid bevel. Ratio 4.11 to 1. De Dion type axle.

Suspension.—Front independent by trailing links and transverse torsion bars. Piston-type dampers and anti-roll bar. Rear trailing links and transverse torsion bars. Suspension rate, front 131.5 lb per in; rear 111.5 lb per in.

Brakes.—Girling Aston Martin hydraulically operated two-leading shoe at front. Alfin drums, 13in diameter, 2½in wide front; 11in diameter, 2½in wide rear. Total lining area 224 sq in (125 sq in front).

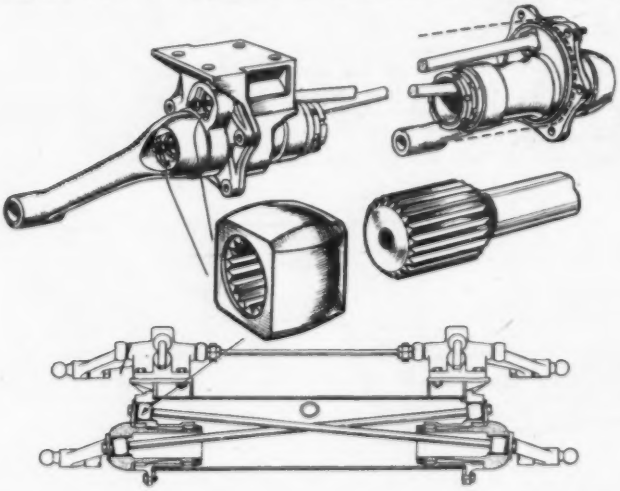
Steering.—Rack and pinion with helical teeth. Universal joint in column.

Wheels and Tyres.—Dunlop Road Speed 600-16in on centre-lock wire wheels.

Electrical Equipment.—12-volt 38-ampère-hour battery. Head lamps, double dip 48-48 watt. Two-speed windscreen wiper.

Fuel System.—32-gallon tank. Oil capacity 3 gallons. Oil cooler built into radiator. Purolator oil filter.

Main Dimensions.—Wheelbase 7ft 9in. Track 4ft 3in (front and rear). Overall length 13ft 2½in. Width 5ft 1½in. Height 3ft 4in (to top of aero screen). Ground clearance 5in. Frontal area 13.27 sq ft approx. Turning circle 32ft. Weight (in racing trim with 9 gallons fuel) 18 cwt. Weight distribution 54 per cent front; 46 per cent rear. Weight fully trimmed, with 9 gallons fuel, 19 cwt 35 lb.



Left : A form of universal joint is fitted at each end of the front suspension torsion bars. This enables the lower trailing arms to be in line, without restricting the torsion bar length.

BESIDE LOCH ASSYNT

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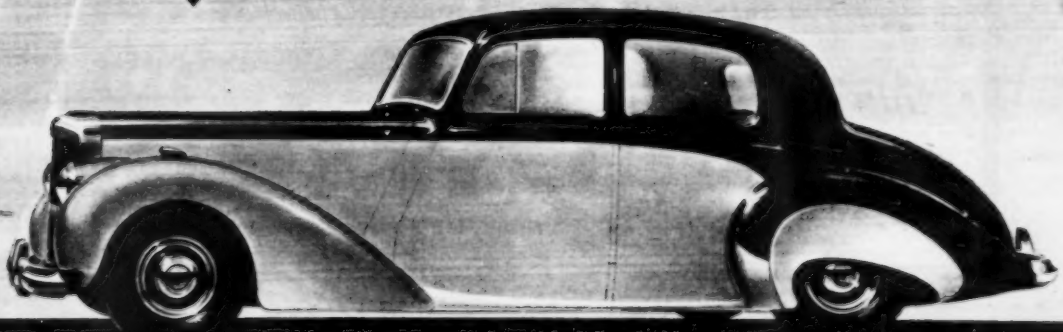

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PUTTING THE TURBOCAR INTO FOCUS

Part II. Concluding an Estimate of the Prospects of the Gas Turbine as a Power Unit for Road Vehicles

By A. G. DOUGLAS CLEASE, B.Sc., A.M.I.Mech.E.

Last week the author summarized the progress made so far with the adaptation of the gas turbine to road transport and described the various experimental vehicles that are currently in operation. This week he concludes by dealing with obstacles to immediate success and estimates the chances of overcoming them.

Right: This diagram shows the layout of the B.T.H. gas turbine in the M.V. *Auris*. Through the heat exchanger the efflux from the power turbine passes upwards to heat the compressed air which passes downwards to the combustion chambers.

WHAT of the difficulties which remain to be overcome before the turbocar can be put into production? First, on general grounds. The following observations were made by Air Commodore F. R. Banks[4] in his James Clayton lecture before the I.Mech.E. on February 16, 1951.

"In the first place, the most suitable size of gas turbine to give reasonable efficiency is better fitted to the needs of the large vehicle rather than the automobile—since it is more easy to build an efficient gas turbine of 250 s.h.p. (shaft h.p.) than one of 50 or 100 s.h.p. Scaling the engine down to these comparatively low powers demands lengthy and expensive development, to obtain the required efficiency of components such as the compressor, the combustion chamber, and the turbine.

"Smoothness of operation and lack of vibration, inherent in the gas turbine, are now so good in the piston engine that a change to the former on these grounds alone could hardly be justified.

"To compete with the piston type petrol engine the thermal efficiency of the gas turbine cannot be much less than 25 per cent. Although the efficiency of the former is relatively low at part throttle and with the constant accelerations and decelerations of the automobile in ordinary usage, that of the gas turbine is likely to be considerably less. The gas turbine is a constant speed or 'full throttle' engine, and, therefore, its efficiency falls off seriously at engine speeds much below the maximum. The provision of a heat exchanger may, however, help in this respect.

"The vehicle gas turbine will have a centrifugal compressor, since the axial type is somewhat impracticable and expensive to produce. Therefore the pressure ratio of a small two-stage centrifugal compressor is hardly likely to be much more than 5 to 1 and it will do well to give 74 per cent adiabatic* efficiency. The matter of turbine efficiency is the most important for fuel economy, since 1 per cent improvement in turbine efficiency will be equivalent to about 3 per cent improvement in fuel consumption. Since the efficiency of the aviation turbine is about 87 per cent, a similar efficiency will be difficult to achieve with such a comparatively small turbine. In view of the low pressure ratio of the compressor and the probable limitations in component efficiencies, a heat exchanger will be required."

The Rover turbine was, in fact, designed to function with a heat exchanger, but at the time of its demonstration that component had not been completed. The purpose of a heat exchanger is to recover heat which would otherwise be lost in the exhaust and to transfer it back into the air on its passage from the compressor to the combustion chambers. Well-known forms of heat exchanger are the orthodox radiator, as used on cars, and steam-raising boilers. A heat exchanger for a gas turbine is of very similar construction, the hot exhaust air from the power turbine passing through one set of its passages and the air from the compressor through the other set of adjacent passages.

Unfortunately the design of an efficient heat exchanger suitable for installation in a vehicle presents difficulties which are not easy of solution, for the exchanger is liable to be both bulky—possibly larger than the gas turbine unit itself—and heavy; also costly. In the opinion of Mr. Maurice Wilkes, chief engineer of the Rover company, the fuel consumption of a turbocar with a heat exchanger should come within measurable distance of that of the piston engine. The thermal efficiency of the Rover turbine without a heat exchanger, and of similar units with a centrifugal compressor, is in the region of 11 to 12 per cent, so that it is clear that appreciable improvement has still to be made before the piston engine is equalled in this respect.

* Adiabatic: When air is compressed, heat is generated. Adiabatic compression is the theoretical condition in which all this heat is retained in the air and not conducted away. It is used in calculating how much horse power is needed to deliver the required amounts of air at the specified pressures. Adiabatic efficiency indicates how closely the compressor approaches the theoretical operating cycle.

PUTTING THE TURBOCAR INTO FOCUS . . . . *continued*

It is interesting to note that a B.T.H. open-cycle gas turbine with a heat exchanger has been installed in M.V. *Auris* of the Anglo-Saxon Petroleum Co., Ltd., and has now covered some 15,000 sea miles. The turbine layout is similar to that used in cars in that there are two turbine wheels, one the compressor turbine or high-pressure turbine and the other a low-pressure turbine, driving an alternator, current from which is led to a propulsion motor driving the ship's propeller. This gas turbine is, of course, vastly larger than the units so far discussed. It produces 1,200 b.h.p. at the power-turbine shaft, in fact. On test it gave an overall thermal efficiency of 21.4 per cent.[5]

The compressor of the B.T.H. turbine is of the axial type, which is now largely used for aircraft turbo-jet units and which is more efficient than the centrifugal compressor. It has another advantage for aviation use in that it is of smaller overall diameter. It has a number of discs carrying blades; that is, a number of stages. Between each two stages stationary guide vanes are necessary to direct the flow of air. Thus there is a large number of small blades which must be of very intricate shape, demanding specialized production techniques. In an aircraft turbo-jet the axial compressor may have 2,000 such blades.

Blade Problems

A memorandum from the Society of British Aircraft Constructors to the M.o.S. Select Committee on Estimates stated that it had been found necessary to limit the number of Avon (Rolls-Royce) engines which could be produced in 1952 entirely on account of the limitations imposed by the supply of compressor blades. This gives some idea of the seriousness of the production difficulties, and, in consequence, of the high cost, but happily for the future of the automobile gas turbine the centrifugal compressor is deemed to be more suitable. This is the opinion of, amongst others, Dr. H. Roxbee Cox,[4] the chief scientist of the Ministry of Fuel and Power.

High production cost is likely to be another difficulty to be overcome before the turbocar is offered to the public. The turbine wheel, and the stator blades which direct the hot air stream and products of combustion against it, have to be of costly, special heat-resisting materials. The blades may be exposed to a temperature of over 700 deg C (1,292 deg F). In the Rover turbine the blades are integral with the disc and are formed by machining, but in larger turbines the blades are formed separately and secured individually to the rotor, some of the methods of securing the blades being quite costly in themselves.

Extreme accuracy is essential in the production of compressor and turbine rotors, because in view of their high speeds of rotation their dynamic balance must be practically perfect in order to avoid vibration and the overloading of bearings. Clearance between the tips of the blades and the surrounding casing must also be very small, to avoid serious gas leakage losses, and may be about 0.015in. In describing the Boeing-Kenworthy trial Henry C. Hill[3] stated:

"The first major difficulty was with wheel rubs—that is, rubbing contact between the turbine blade tips and the surrounding shroud. This was caused, not by growth of the wheels, but by distortion of the shroud. It is no longer a problem, but a lot of work was required to isolate the cause and to determine the optimum blade tip clearance, as well as to develop a nozzle shroud not subject to growth or out-of-round distortion from repeated heating and cooling.

"The second type of turbine wheel trouble was blade damage and cracking as a result of foreign objects passing through the blades with the gas stream.

"Failures of the second stage turbine wheel blades in the airfoil section were the next most serious difficulty. This type of failure has never occurred in the first stage wheel, and this fortunate circumstance helped to provide the clues for the remedy.

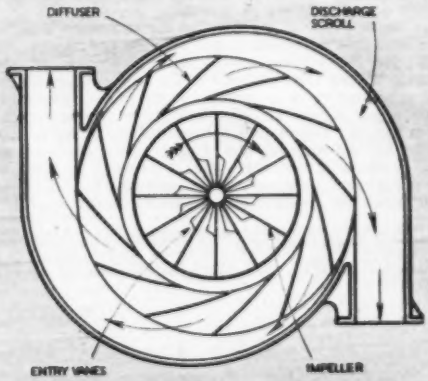
"The source of the trouble was resonant blade vibration, or rather, two resonant vibrations, one of which was the fundamental bending mode causing fatigue fracture near the blade root, and the other a corner flapping mode at higher frequency, which caused the trailing edge corners at the tip to break off. These failures were stopped by successive steps of stiffening the blades with relatively slight changes in profile and radial section—thus raising the natural frequency as well as reducing the centrifugal stress.

"The blade root or weld fracture† has been the most serious and most stubborn difficulty. Again the chief source of trouble was vibration, this time in the disc of the turbine wheel.

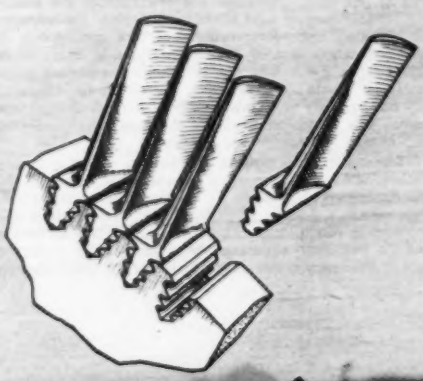
"It probably will be a surprise to many that vibration plays such an important part in a machine that is inherently smooth and in very nearly perfect mechanical balance. This is, nevertheless, true and is vividly demonstrated by balancing a pencil on any flat portion of the engine while running through the full range of power and speed and at the same time observing the sensitive electrical vibra-

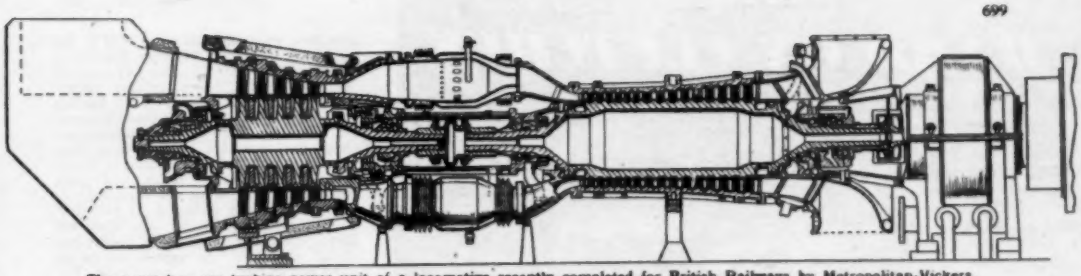
† In the Boeing turbine the blades are welded to the disc.

A centrifugal or radial compressor is very similar to a centrifugal supercharger. Air enters at the centre, or eye, of the casing and the rapidly rotating radial vanes impel it through the discharging orifices.



One method of fixing individual blades in a turbine disc. In the Rover turbine the blades are integral with the disc, while in the Boeing turbine they are secured by welding. Such processes are, of course, expensive.





The 3,000 h.p. gas turbine power unit of a locomotive recently completed for British Railways by Metropolitan-Vickers. The five-stage turbine is seen on the left and the 15-stage axial flow compressor on the right.

tion instruments. The oscilloscope will trace out responses from pickups on any exterior surface of the engine, to an almost unlimited number of frequencies and their harmonics, but the pencil will remain unaffected. This is because the vibrations are in the very-high-frequency, low-amplitude range; in fact, those that cause vibration resonance in turbine blades and discs are so high in frequency as to be above the accurate range of available vibration pickups."

It will be realized that there are many problems of design, of production, and of thermo-dynamics, yet to be investigated and successfully solved. There are other difficulties, too, of a rather different nature; for example, a turbocar with direct drive has no engine braking effect, so that more work is thrown on the normal wheel brakes. In the Laffly commercial vehicle a multi-disc friction brake is provided in the transmission and so arranged that it is automatically applied to a slight extent when the accelerator is released. In the Boeing-Kenworthy for braking purposes the reverse gear is engaged, which causes the power turbines to turn in the opposite direction from that when driving the vehicle forward, thus tending to speed up the flow of gas out of the exhaust stacks. The power absorbed in braking is dissipated as work at the turbine wheel in opposing the gas forces and the braking heat is discharged with the exhaust, the amount of braking being controlled by the accelerator.

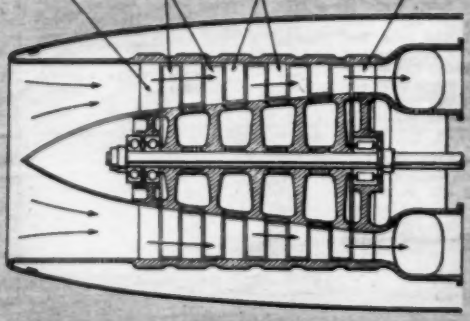
But although the problems and difficulties exist much research on gas turbines is being carried out. Whilst much of this is on vastly larger units the progress which is being made may ultimately benefit the comparatively very small automobile gas turbine. In his Thomas Hawksley Lecture,[6] Dr. Roxbee Cox gave some brief details of projects which are in hand for various Government departments. Thus, coal-burning gas turbines are being developed and others utilizing peat as fuel. The coal or peat is pulverized. A coal-fired, open-cycle gas turbine locomotive with direct mechanical drive from the power turbine is to be built, but will have external combustion; the products of combustion do not pass through the turbines, but through a heater which is really a heat exchanger, as the compressed air picks up heat on its way through the heater. The exhaust from the power-turbine passes to the combustion chamber.

The Brown Boveri gas turbine locomotive has already been referred to, and the former Great Western Railway before nationalization had ordered a gas turbine locomotive which has recently been completed by the Metropolitan-Vickers Electrical Co., Ltd.[7] In this there is only one open-cycle five-stage turbine, driving a 15-stage axial flow compressor and also, through reduction gears, three electric generators, the output of which passes to electric traction motors on the six-wheeled bogies. No heat exchanger is provided, and gas oil is used as fuel, there being six combustion chambers.

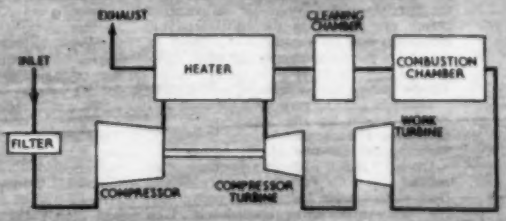
But, although we may well be entering what may in due course become known as "the gas turbine era," it is desirable to end this review by repeating that the small gas turbines required for turbocars offer more problems to their sponsors than do these large units of 2,000 b.h.p. and upwards. The target in thermal efficiency which the gas turbine has to aim at in competition with the current car engine, say 25 per cent, is much higher than when it is in competition with the ordinary steam locomotive, which may have a thermal efficiency as low as 5 per cent.

[5] *S.A.E. Journal*, Jan., 1952, pages 30-33 and Feb., 1952, pages 30-35. "Gas Turbine Truck," by Henry C. Hill.
[6] *I.Mech.E. Proceedings*, 1950, Vol. 162, No. 4, page 445 "The Aviation Engine," by Air Commodore P. R. Banks, C.B., O.B.E., M.I.Mech.E.
[7] *The Engineer*, Feb. 1, 1952.
[6] I. Mech.E. Thomas Hawksley Lecture, Nov. 16, 1951, "Some Fuel and Power Projects," by H. Roxbee Cox, Ph.D., B.Sc. (Eng.), M.I.Mech.E.
[7] *The Engineer*, Feb., 1, 0 and 15, 1952.

An axial compressor has a number of stages and in this diagram five compressor discs and blades are shown, with stator blades between them to direct the air from one stage to the next.



This diagram shows the arrangement of the components in the externally coal-fired open-cycle gas turbine to be built for the Parsons-North British Locomotive railway engine, one of the current turbine projects.



HARD ON CLUTCHES

First corner congestion in the Del Monte Trophy Race: Harry Steele's Allard (just visible) leads Harcourt's and Manning's specials, both powered by Mercury.

1,500 c.c. Winner and Big Car Placeman Succeed on Clutchless Changing at Pebble Beach, U.S.A.

THE beautifully wooded 2.1-mile circuit in the Monterey Peninsula was the setting for the second important sports car road race in the Western U.S.A. 1952 season. For the first time in this area the under 1,500 c.c. entrants had a complete main event for themselves—run as the "Pebble Beach Trophy Race" for a distance of 100 miles (48 laps), the larger cars running in the Del Monte Trophy Race, also for 100 miles. A five-lap race for novices was held as a curtain raiser.

The 1,500 c.c. event was awaited with great interest, for there was to be a team of Porsche Le Mans coupés as well as some new special lightweight M.G.s to do battle with the Simcas. Last year's winner, Roger Barlow, had drawn 20th position out of 23 on the starting grid for his Simca, and when starter Al Torres sent the cars on their way it was Al Coppel, in his superb M.G., who knifed his way through the pack to gain several places. As the cars came into view at the end of the first lap Johnny von Neumann's Le Mans Porsche was well in the lead, followed by the special M.G.s of Bob Gillespie and Al Coppel. Fourth was the second Porsche driven by Karl Brocken. Barlow's Simca, although now well clear of the slower cars, was almost a third of a mile behind the leaders!

Picking Up

However, on the next lap he picked up four places and came by in sixth place. Louis Van Dyke, in his ultra-light Simca, made only one lap as a gesture and then retired—his new car was not really ready for this race and frothing in the carburettor float chambers could not be rectified before the race. On the third lap von Neumann had to use the escape road at the end of the finishing straight when early and unexpected brake fade set in. Roger Barlow passed him as he regained the road.

Gillespie (M.G.) now took the lead and on the fourth lap the Simca caught the remaining Porsche and moved into third place behind the two M.G.s.

On lap 7 Bruce Mooney's Jowett Jupiter retired and both Porsches, now suffering from virtual brake failure, also pulled into the pits. Meanwhile Englishman Ken Miles, in a virtually stock M.G. TD, moved up from eighteenth place at the start to eleventh place and also lost *his* brakes in the process! The fast downhill straight leading into a 15 m.p.h. hairpin was causing much trouble in this department. Barlow was unable to close the gap which separated his Simca from the leading M.G.s until the 11th lap, but on the 12th he caught and passed Coppel at over 100 m.p.h. on the straight and pulled in behind the leader, Bob Gillespie, whose brand-new, special-bodied M.G. was going like the wind. On the back stretch Gillespie was baulked by a slower car and the Simca came by the pits in the lead by a clear 3 sec! Barlow increased this to 12 sec during the next four laps and then eased off to maintain this lead.

Haymaker

On the 18th lap, after a superb effort, Bob Gillespie's M.G. blew up and retired—Al Coppel moving up to take second place, and Pringle (Simca) moving to third. On the 26th lap Bill David entered the slow turn at the end of the downhill straight too fast and shoved his low-built M.G. *under* the hay bales with a most spectacular flourish; he remained stuck tight! The leaders maintained their positions with little variation but on the 46th lap, with only two more to go, Barlow almost lost the race when the hydraulic line to his clutch-operating cylinder burst and he had to make clutchless gear changes for the last two laps. He missed second on the very slow climbing hairpin turn on the back stretch and almost stalled. Had the Simca come to a complete stop here it could never have restarted and Coppel would have had another unexpected victory (as happened at Palm Springs recently). However, Barlow *did* finally catch a low gear and was off again to hold his lead to the end for his second consecutive victory in the 1,500 c.c. category. Coppel was second and Pringle third.

In the line-up for the "big car" race was last year's winner, Bill Pollock, in the 6-litre Cad-Allard, Phil Hill in one of Charles Hornburg's special Jaguars, Arnold Stubbs in Hill's new 2.6 Ferrari, and Don Parkinson in his special Jaguar (the most successful car of its type in the U.S.A.). A number of other Jaguars, a Cunningham, three Mercury-engined specials, John Edgar's famous supercharged special M.G., and two of Stirling Edwards' special cars were other interesting members of the field. Additional interest was provided by a field of four Coopers and one Effyh running a 24-lap event concurrently. When the pack roared away few people saw what went on among the sports cars—for the real fireworks took place in the rear when the Effyh, in an effort to pass the Cooper just ahead, pulled off the asphalt on to the loose dirt and got into a vicious slide. The driver, expecting to be able to hold the slide, kept his foot on the throttle but the little Effyh whipped from side to side and then spun madly and came to a stop only inches from the massed spectators.

By the time the 500 was restarted the sports cars could be heard on the back stretch—and it was Pollock in the Allard who burst out of the trees and into the straight, fully 300 yards ahead of Steele in another Allard. Third was Edwards in his Chrysler V-eight powered, Henry J chassis, special. Michael Graham lost a wheel from his Cad-Allard, and on lap 3 Phil Hill, demonstrating superb driving, moved up from fifth to second place about 200 yards behind Pollock, Steele dropping well back and Hastings Harcourt moving up to third in the Baldwin-Mercury special. These positions were maintained until the 20th lap when Hill slowed and Stubbs (Ferrari) moved into second place.

Hill finally had to bring his Jaguar into the pits for water and at this point Parkinson took fourth place. Edwards, too, was having trouble and retired. Doug Trotter, driving his second race in his Aston Martin, was doing well, his car sitting on the rough road in superb style. Chuck Manning (winner of the Palm Springs Race) was having a bad day—not able to get the feel of the course, he said later. He nudged a haybale at the *chicane* and left the road, crashing into a tree.

The Ferrari was simply not able to hold the leading Allard, which built up a 300-yard lead. On lap 36 Parkinson brought his special Jaguar into third position, displacing Hastings Harcourt, and these positions were held to the finish, when it was learned that for the last 30 laps Parkinson had also lost the use of his clutch and had thus been handicapped by having to make clutchless changes. Sam Weiss, in a virtually stock XK Jaguar, drove an excellent race and finished fifth just behind the potent Baldwin Special, driven so well by Hastings Harcourt.

The average speed of the Cad-Allard was 63.78 m.p.h. (59.40 m.p.h. for the 1,220 Simca which won the small car race).

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Running along the banks of Lough Melvin, Co. Fermanagh. A high wind was whipping the lake into white wavelets.

THERE IS A GREAT VARIETY IN THE SIX COUNTIES

by J. Allan Cash, F.I.B.P., F.R.P.S.

IT is surprising that such a beautiful part of the British Isles as Northern Ireland is not more favoured for holidays by people from the English side of the Irish Sea. I suppose that Eire, with its freedom from rationing, has the lure of a foreign country. Hence, if English or Scottish people are going to the trouble of shipping themselves and their cars over the water, they might as well go the whole hog and "do" Eire. But they don't know what they miss in the Six Counties of Northern Ireland.

If you go there with a car, you will probably land at Belfast or Larne. There are regular sailings from Liverpool, Heysham, Stranraer and Glasgow, and if you cannot get a place on these steamers, it is worth remembering the car ferry service from Preston to Larne, slower but convenient. Hence the Belfast area is where you will start to explore Northern Ireland.

Belfast itself is a busy industrial town on a long sea lough, encircled by hills. It is not particularly attractive as a holiday centre, but is closely surrounded by beautiful country. Southwards lies County Down with its fishing harbours, peaceful and very green rolling farmlands, lakes and long sea loughs and the incomparable Mourne Mountains. Northwards from Belfast lies County Antrim with its lovely glens, a coast of incredible beauty, ancient castles and round towers, and much wild moorland.

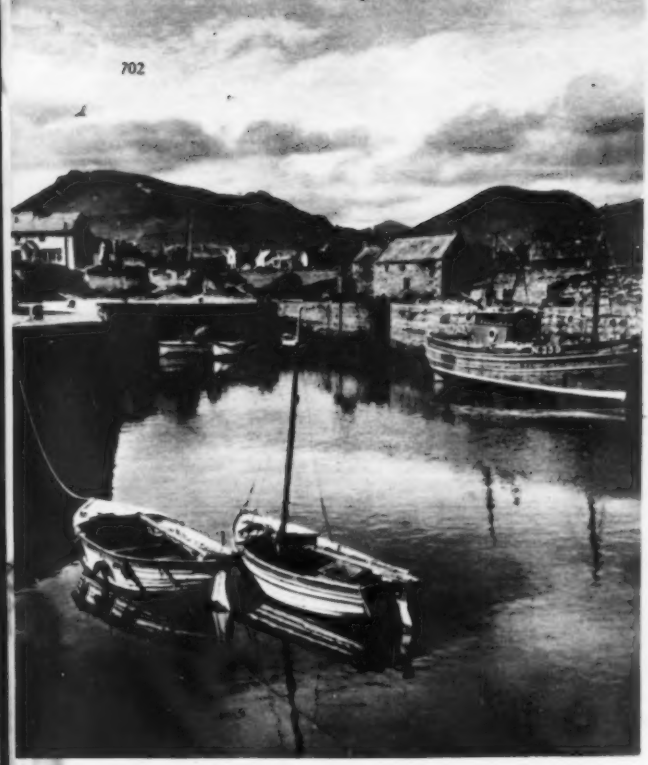
Inland from Belfast are the counties of Armagh—rich farmland, lakes and rivers, Fermanagh—wild hills and innumerable lakes, with trout and salmon fishing, Tyrone, a county of unspoiled green farmlands, lovely valleys and high hills; and Londonderry, a mixture of hills and valleys, farmlands and long stretches of sandy coast and estuary. Enough variety here to tempt any holiday maker.

Ireland is rainy; but the rain there has a habit of stopping very suddenly, to be followed by sunshine which transforms the whole scene into something of such incredible beauty and colour that one can forgive quite a lot of rain.

The roads are excellent, with only the remoter hill and mountain roads becoming somewhat rough, as in the Highlands of Scotland. There are many good hotels, particularly in County Down and County Antrim, but not enough in the other counties. Food is excellent, and you will get so much meat and bacon and so many eggs almost everywhere that you may be pardoned for imagining you have inadvertently crossed the border and landed up in Eire. The people themselves are friendly and hospitable.

To take County Down first. You will doubtless go out of

Greencastle was once a town, but now a whitewashed farmhouse nestles against the ruins of the castle.



The peaceful little harbour of Annalong, Co. Down, and the rocky coastline at Porthraddan, Co. Antrim.

EXPLORING NORTHERN IRELAND : continued

Belfast along the south shore of Belfast Lough, through Hollywood and on to Bangor. This is one of Northern Ireland's chief seaside resorts, with a big harbour, superb sailing and golf, and long sandy beaches. Go on along the coast to Donaghadee with its lovely harbour and linger awhile. Now you can explore the narrow Ards Peninsula, through Millisle, Ballywalter and Ballyhalbert to Portaferry. Here you are at the entrance to Strangford Lough, an enormous area of salt water dotted with countless islands, and providing excellent sailing. The entrance to the lough is so narrow that the tide races make the operation of a car ferry too hazardous. The road up the east side of the lough to Grey Abbey and Newtownards is very fine and you can then turn southwards again by various routes towards the Mourne Mountains.

Accessible by Road

These lofty, rounded and virtually treeless hills are indeed a sight to fire the imagination. You can go all round them by road, along the coast road through Newcastle where "The Mountains of Mourne go down to the sea" to Annalong and Kilkeel and on to Rosstrevor, on Carlingford Lough, with Eire across the water. Annalong and Kilkeel harbours are so quaint and colourful that no artist could pass them by in a hurry, let alone a photographer! After Kilkeel you can make a slight detour to the left to Greencastle, once an important town but now only a handful of cottages. The ruins of the castle, with a white-washed farmhouse within them and the mountains behind, form as romantic a scene as you could wish to see. There is much more to County Down than just these highlights.

County Antrim lies north of Belfast and unquestionably one should travel by the coast road. The route out of Belfast lies along the north shore of Belfast Lough, through Carrickfergus with its ancient Norman castle standing beside the harbour, and the holiday resort of Whitehead. The famous coast road begins at Larne and runs for nearly thirty miles without once going inland. In all this distance you could virtually toss a stone into the sea from your car. The road goes round headlands, skirts lovely bays and passes through little fishing ports, but it never leaves the sea. Sometimes it creeps beneath towering cliffs which vary in colour from white to red and frowning black. Occasionally black and white are mixed, and on a sunny day the sea is incredibly blue.

Glendun is one of the finest views in all Northern Ireland. From the height of the great bridge you can see far away up into Glendun, one of the loveliest of the Glens of Antrim, or down the glen to the sea by Cushendun. The road then winds steeply up through pine woods to open moorlands and eventually down to the gay and colourful seaside resort of Ballycastle.

You need not follow this main road inland, but can go through Cushendun and by a steep, narrow and really exciting road high up on the hillsides above the coast. This is a remote and lonely route, past isolated farms, with views along a rocky coast. You can go down to Tor Head, and farther on turn off along a gated road to Murlough Bay and Fair Head. Here indeed is some grand coastal scenery, with cliffs hundreds of feet high, magnificent on a fine day, the essence of gloom and desolation in a storm.

On the coastal road from Ballycastle is Carrick-a-Rede Island. A rope foot bridge carries you across a chasm to a tiny rocky island, and from here the cliffs are magnificent. Eastwards they are black; to the west, shining white. All along this coast are quaint little harbours—Ballintoy, Portbraddon, Dunseverick—reached by narrow side roads, until you come to the Giant's Causeway, which is unique. It consists not merely of the familiar hexagonal columns of basalt rock, but also several miles of spectacular cliffs and rocks, often showing the same curious structure, with an exciting cliff walk.

Farther westwards are Portballintrae, the romantic ruins of Dunluce Castle on the edge of a cliff and the extraordinary chalk cliffs known as White Rocks, with their curious caves, arches and natural bridges. Then Portrush, with its famous golf course, is one of the largest and best-known seaside resorts in Northern Ireland. Portstewart, a few miles farther on, is smaller and less sophisticated and it, too, has a superb strand where you can drive your car for miles along the hard sands.

We are now in County Derry, but I must mention the joys of exploring County Antrim inland, over the wild and lonely moors and down into the various glens.

Londonderry is a fine city with its ancient walls and gates almost intact. It is situated well up Lough Foyle, a wide estuary, and is only a mile or two from the border. County Derry is a rich farming county and you will see much flax grown here. You will also smell it in the retting season, when the sheaves of flax are soaked in troughs of water. Flax is pleasanter uncut, when it is a mass of pale blue flowers.

Southwards lie the Sperrin Mountains forming the boundary with County Tyrone. There are quiet little market towns (except on market day) all across County Tyrone, and much lovely country. Market day is a sight to be seen in these country towns.

County Fermanagh is much wilder, with lofty hills and great rivers. Lough Erne is some 20 miles long and empties into the River Erne at Belleek, on the borders of Donegal. You can walk down a country lane into Eire for a mile or so, for there are no customs stations or barriers of any kind on the smaller roads which cross into Eire, but do not drive over the border. Your car may be confiscated if the police stop you! But with your papers in order you can cross at many places with very little trouble, though it must be at a regular customs post and not on a side road.

Belleek is famous for its pottery. Much of the fine decorative ware is made from delicate strands of clay, plaited and interwoven with tiny flowers built up petal by petal, not by women but by men, whose beefy hands look far more suited to rough manual labour than this highly artistic and exacting work. Most of these products now go to America.

Londonderry, whose old city walls and gates are almost intact.

Fishing in Northern Ireland is extremely good; very cheap, even for salmon, and even free in many places for trout. There is very little private water, and plenty of room for everybody. County Fermanagh, with its innumerable loughs and rivers of all sizes, is a wonderland for fishermen.

This leaves us with only County Armagh, with its capital, Armagh, dominated by the solid sandstone Protestant cathedral and the tall, graceful Catholic cathedral. Armagh is the ecclesiastical centre of all Ireland. There are countless miles of lovely winding lanes and roads in the county, through the most peaceful and beautiful rolling farmland you will meet anywhere in the British Isles.

You would be hard to please, indeed, if you did not enjoy a holiday in the Six Counties, whatever your tastes.

The bare mountains of Mourne, seen across the farmlands of the plain and framed by the ruined Dundrum Castle. Right: A curious round stone tower in Antrim.

"Funny old thing, ain't it?" he said.

INFESTATION... *THE BENTLEY AND THE "FERT"*

TO adults of average intelligence, the sight of a grimy figure delving into the internals of a car on a hot summer's day is one for pity. With a nod of the head and a consoling "Mucky job, seemingly," they pass on their lawful occasions. But not so the younger generation. Here is heaven-sent opportunity. Unlimited dirt with which to smear their already sullied hands and faces; endless bits and pieces to pick up, examine, and lose; horn buttons to press; paintwork on which to spread ice-cream and, finally, a sorely tried human being to annoy. The last is probably most highly rated in entertainment value. One would imagine the beach held greater attractions. But no; always do they prefer to bestow their unwelcome attentions on some unfortunate victim, and I was no exception.

I was engaged on the hideous task of removing the aluminium plates from the sides and ends of a Bentley cylinder block. These had contained water for twenty years and had, at last, succumbed to the effects of corrosion. There were, as far as I can remember, about one hundred small screws securing the plates. Of these, only about 20 per cent responded to the screwdriver. The remainder had to be cut off, drilled out, and the holes re-tapped.

Solicitude

The first of my public to arrive had taken me by surprise. An over-zealous hammer-blow had just landed on my fingers. I stood up and swore as the occasion demanded. A small figure at my side enquired, "Hurt yerself, Mister?" With great self-control, I replied that I had, very badly indeed. "Oh," he replied comfortingly, and then, "Wotcher doing?" I tried to explain but soon realized how mistaken I had been in fraternizing. A sporadic flow of small figures, originally bound for goodness knows where, was turning into the garage. I returned to the screws in the hope that, if I ignored them, my guests might become bored and go and seek another victim. I let their various sallies go unanswered, until a larger and more truculent visitor made this course impossible. "Funny old thing, ain't it?" he said.

Now only proud owners of the ancestral-castle-of-the-road type of car will appreciate the implications of this remark. I put down the screwdriver and stood up. "No," I said, "it is not in the least funny. It may be a bit old, but in twenty years' time, when this heap"—indicating the current model, with which it shared the garage—"is dead and buried, it will still be running very nicely." But to a generation accustomed to dynaflows and the like, the fact remained that it was a funny old car and no amount of explanation would make him see my point of view. The truculent one had gained a point.

By now, encouraged by my preoccupation in defence of the car, the more adventuresome were beguiling themselves by rolling ball bearings down the mudguards. I picked up the hammer and, brandishing it, made a dash at them. Their getaway was magnificent. They fled, but only just out of reach, and stood roaring with laughter. One of their number, a victim of wheelspin, fell down and burst into tears. I picked him up, feeling full of remorse, and after a small sum had changed hands by way of blood-money, I returned guiltily to my task. The semi-circle re-formed immediately. I turned round, "Look," I said, "you see those boards covering the pit underneath the car? Well, in the pit there's a German spy called Herr Brush, who hates children almost as much as I do. If you don't go away he'll climb out and catch you all and take you down there with him." This produced only derisive laughter and shouts of "Yah, he couldn't live there, there's nothing to eat."

Old Stuff!

I wasn't prepared to go into a lengthy explanation of how pipe-lines had been rigged from the house, so I let this one go, and tried again. "Do you know there's a man down the village giving away ice-creams?" But, wise to the reluctance of their elders to give anything away, and wiser still to my tactics, they stood their ground. Obviously it was impossible to get rid of them, and so, taking the only course left, I stopped work to talk to them until the dreaded hour of bed-time came to my rescue.

I addressed a woebegone figure in spectacles and with a squint. "What's your name?" I enquired amiably. Hoots of laughter and "We call him Bog-eyes," from the others. I decided to drop this delicate subject. "What did you do at school last week?" I tried, keeping to safer ground.

"We wrote an essay on the Fert."

"The What?" I queried.

A chorus of "The Fert," at the tops of their slate-pencil voices.

I couldn't get this. "What on earth is a Fert?" I asked. I was told that it was a long, small animal, used for rabbits—just like that. Whether it was used to catch rabbits or to feed them was left to me to guess. The conversation continued along these lines, and gradually I found the semi-circle getting smaller. Encouraged by my apparent success, I kept talking, until a crash at the other side of the garage attracted my attention. Here was the reason for my dwindling audience. A resourceful character had prized up one of the pit-boards and, with the help of his friends, was throwing anything and everything down the pit. This was the last straw. Seizing a jack-handle in one hand and a discarded half-shaft in the other, I chased them from the garage, locked the doors, and retreated to the house for tea.

P. G.

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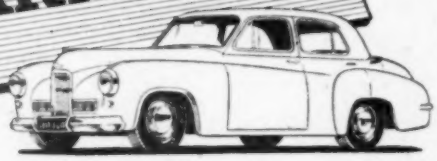

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1950 **JAGUAR** 3½-litre Saloon Mk. V. Black, Beige leather. 11,000 miles.

1950 **JOWETT** Javelin 1½-litre de Luxe Saloon. Maroon, Beige leather. 18,000 miles.

1950 **M.G.** 1¼-litre Saloon. Bronze, Red leather. 9,000 miles.

1950 **MORRIS** "Oxford" Saloon. Black, Brown leather. 18,000 miles.

1950 **RILEY** 1½-litre Saloon. Black, Green leather. 7,000 miles.

1950 **RILEY** 2½-litre D/H Coupe. Maroon, Red leather. 7,000 miles.

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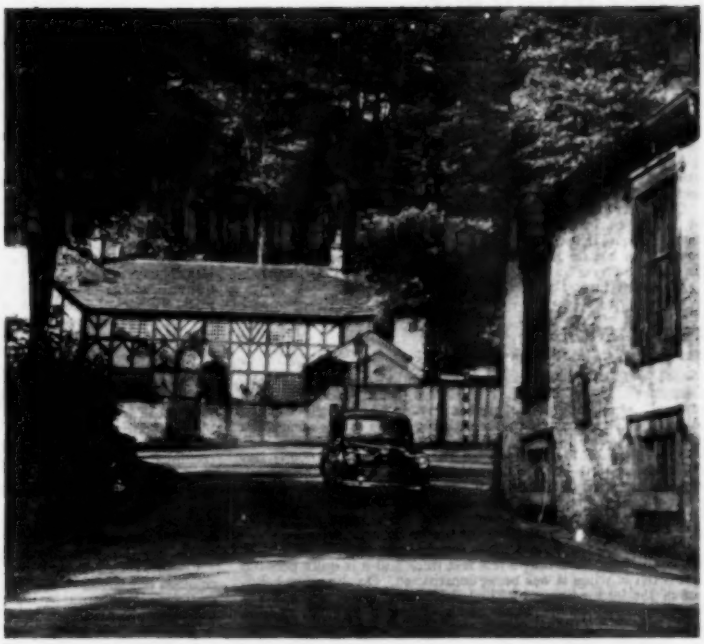

Two miles off the Manchester-Macclesfield road (A523), the picturesque village of Pott Shrigley lies in the East Cheshire hill country.

CORRESPONDENCE

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WASHERS

Effects of Anti-freeze in the Reservoir

[64238.]—We were very interested to read the article in your April 25 edition, "Modernizing a Prefect," by J. Verney. We would like to compliment Mr. Verney on his ingenuity, particularly in connection with his home-made windscreen washer.

As designers and manufacturers of the only vacuum-operated washer on the market we have naturally carried out many tests and as a result of our experience find that proprietary anti-freeze is most unsuitable for use with this accessory. Anti-freeze will leave a viscous film on the windscreen, which will attack the rubber wiper blade and also distort vision. It is most essential that a specially prepared washer solvent should be used.

We pass this information on, not only for Mr. Verney, but also for the benefit of many motorists who are now operating windscreen washers. J. BODDY, Chief Engineer,

Brentford, Middlesex. Trico-Folberth, Ltd.

LAND OF THE FREE

What, no Beacons, Zebras, Cops and Tests?

[64239.]—Having read Mr. J. H. Chaytor's extraordinary letter [64193], may I hasten to offer him my deepest sympathy?

It is indeed hard to reflect that in this unenlightened land we are forced to do without such amentities as 30 m.p.h. speed limits, plain clothes traffic police, driving tests, zebra crossings and so on, that he obviously pines for.

And poor Mr. Chaytor is afraid to stop at pedestrian crossings in case he should become "an object of interest." Well, well!

Indeed, Mr. Chaytor, the "trade in" value of asses and carts must be extraordinarily high, judging by the large numbers of American, English and Continental cars of recent vintage to be seen on our roads. May I suggest that you are letting a golden opportunity slip; if you can get hold of a good cart anywhere—go to it!

Before I take Mr. Chaytor's prejudiced nonsensical letter seriously, will he please let me have one or two facts:—(a) How long has he been motoring in this country? (b) What mileage has be covered? (c) What districts has he covered in his motoring here? LIAM S. O'FLYNN.

Glanmire, County Cork, Eire.

A Defence from Killarney

[64240.]—The writer of letter [64193] gives a quite wrong impression of the very pleasant motoring to be enjoyed in Eire. First, your correspondent complains that there are no speed limits. Even if this were so motorists will hardly sympathize with him on this point; but there are speed limits in every town, city and village.

As regards halts at major junctions it must be realized that traffic on our roads is so light that such restrictions are unnecessary. Apart from a few roads within 20 miles of Dublin the average number of cars per hour would be only six or eight. When considering parking without lights it should be borne in mind that fog is a very rare occurrence and therefore such parking appears to cause no trouble here.

The signposting on the principal roads is very good, and motorists realize how much is owed to the A.A. for the very efficient job they have done. Also, "cat's-eyes" are used on very many of the main roads, and, if not, white or yellow lines are substituted, not only on the main, but also on the secondary roads.

We have no driving test here and anyone can buy a licence and drive away. I understand, however, that the position in Britain is that anyone can do the same thing provided an L is used on the car. A comparison of the *pro rata* statistics of accidents, fatal and non-fatal, for this country and Britain should

CORRESPONDENCE . . . . . continued

interest your correspondent. As regards the car parking difficulty in Dublin, it is admitted that it is a difficulty, but is it not the same in any city anywhere today? And it must be remembered that there are recognized car parks in Dublin where space can always be found.

His remarks about cyclists must also apply to Dublin where they certainly are difficult. However, cyclists also have a right to the road, but two on one "bike" is definitely illegal. Again, it is presumed that anyone bringing a car to Ireland will hardly bring it to Dublin city only, but will drive to the glorious west and south-west where he will find that difficulties do not exist.

One other point, the cross-channel steamer services are owned by British companies, and any complaints about freight charges should be addressed to them or to British Railways. This country cannot be held responsible, and should not be blamed for these charges. P. J. O'LEARY.

Killarney, Eire.

DARK TUNNEL

Has Anyone Been Through the Veleta Example?

[64241.]—The Pic Veleta tunnel, mentioned in Mr. E. N. Dempster's letter [64202], has always been something of a mystery, as I cannot discover that anyone has actually claimed to have driven *through* it, the existing route going round the outside.

It seems that the 3,000-metre post (just over 10,000ft) has been moved; in the nineteen-thirties it was just below the tunnel, whereas now it is well above it, where the road-making equipment was abandoned and still lies rusting in the winter snows. No doubt a fresh survey revealed that the original point, considered to be 3,000 metres above sea level, was incorrect.

The roof of the tunnel must always have been fragile, as it appears to have been only a few feet thick and it is quite possible that it fell in when it was being constructed. On the other hand, one of the later editions of Fidel Fernandez' book on the Sierra Nevadas says that the whole climb was open in 1935, so it is possible that the tunnel was in use then, though the book does not make this point clear.

It may even have been destroyed in the Civil War to make the climb impossible, as to this day there are fortifications on the road and these are now in course of reconstruction and enlargement. MICHAEL COLLIER.

North Moreton, Berkshire.

SPARKS

Experience with a Reconditioned Magneto

[64242.]—With reference to The Scribe's jotting under the heading "Flying Sparks" (May 16), the best example the writer had, or perhaps will ever have, of the importance of the nature of the ignition spark was on a 1927 Austin Seven touring car with magneto ignition. This particular vehicle used to do its work ordinarily and well; then after a time the magneto was sent to Lucas' of Birmingham for overhaul, to minimize the risk of failure on the road, not because of failure or any sign of it.

The magneto was driven through a vernier coupling which had been previously marked to go back where it had been before. Nothing whatever was done to the engine and when that reconditioned original magneto was refitted, that little car had been transformed from power with placidity to bull-terrier activity. Where before it had climbed hills, the same hills it now tore up.

I did all the fitting myself, so know that nothing otherwise was changed.

In later years (to a Standard Twelve saloon) I had fitted a Runbaken oil coil with everything else recommended by Runbaken—condenser, leads, and so on. The benefit I found was greater flexibility and tractability at slow running in top gear; it definitely changed the nature of the engine in those characteristics, but with no difference noticeable at speed.

There is little doubt whatever, in my opinion, that the spark can change the nature of the whole vehicle from something you seem to have to push along from the driving seat to something that rolls along willingly beneath one. Ignition is the heart of an engine. T. D. PURVIS.

Stockton-on-Tees, Durham.

STYLING

Return to the Classical Eventually ?

[64243.]—Whilst not being in the habit of rushing into print, I would, however, like to comment on the remarks made by The Scribe (May 9) on styling and engineering in cars. First of all, let's get one thing straight: the word styling itself. Surely the correct word is design? Styling suggests the semi-literate tastes in an over-use of chromium plate and jazzy colour schemes and "built-in motion" designed to appeal only until such time as the next model appears. I was always puzzled at the phenomenon which occurs year after year in the motor industry of our friends across the Atlantic: that of the piling on of more and more chromium plate and streaks every year. I am told, however, that this is in accordance with public "demand," but I wonder. Not so very many years ago I can recall the deep appreciation of cars like the Stutz, Duesenberg, and so on, which were honest-to-goodness cars, but now the public appears to be under the influence of a dictator-stylist who *tells* them what they like.

It is my opinion that present-day engineers are not sufficiently imaginative to follow the ideas of the designer-artist, and seem quite incapable of appreciating the stimulating beauty of simple lines. What other explanation is there when one considers that the car of today is basically the same as it was fifty years ago; only the performance and reliability have been allowed to progress? To enlarge on this view is far beyond the scope of a letter, but I can at least draw a comparison between our modern designs (something *quite* different from the classic coachbuilding for which this country is famed) and the best Italian designs—they speak for themselves.

The Scribe seems worried over the outcome of design, and he may well have cause to be as long as the stylist and engineer continue to make faces at each other from their respective sections or departments, but I am quite confident that before long the design of our cars will once again be put into the hands of craftsmen who understand what is meant by classical beauty; the only difference being that this time the classic formula will be translated into a product with smooth, flowing lines instead of the box-like structure of the past.

Conditions have changed, which, of course, means that the solution has changed, and one can only hope that the future car craftsmen will work in harmony with the road engineers and the town planners.

The director's wife? Oh! I'd forgotten about her.

In closing, I would like to quote a little of our old and respected friend Confucius, which about sums up the points I have mentioned. "Then said the King of Ts'i to Confucius: 'How may I recognize a good craftsman?' Confucius replied: 'First by the great reputation of his ancestors for honesty and sincerity. Then by his ability to create something new with an experience that is old'." C. A. MARSH.

London, W.2.

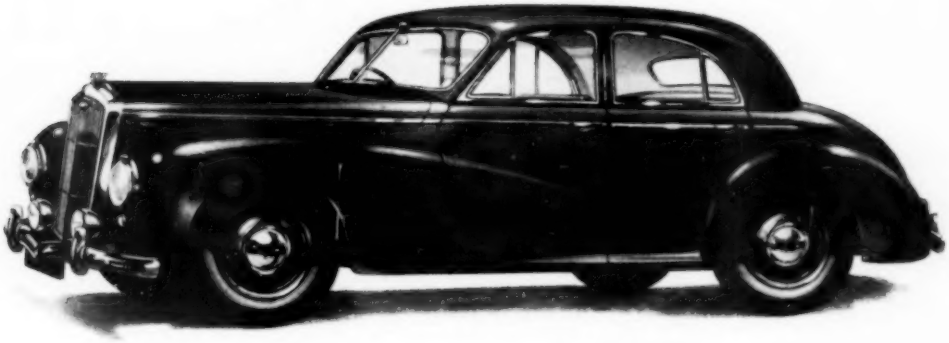
SPORT IN AMERICA

Screening of Entries for Bridgehampton

[64244.]—The latest happening might be of interest. Three years ago the Bridgehampton Lions Club, the Motor Sports Club of America, the M.G. Car Club of America and the Sports Car Club of America made a contract to co-sponsor the Bridgehampton road races. These particular races, next to Watkins Glen, developed to be most successful, and the Bridgehampton Lions Club was able to realize substantial moneys which were used for charity. A small percentage of the profits was paid to the three sponsoring sports car clubs. At the beginning of this year, it obviously occurred to the Sports Car Club of America that it would be a good idea for them to try to get this race exclusively into their hands. They began negotiations with the people in Bridgehampton and, sure enough, managed to convince them to run this race with the Sports Car Club of America exclusively. This constituted only a breach of contract as far as the other two clubs were concerned.

However, the M.G. Car Club, being a proprietary club, was not willing to take legal action, and the Motor Sports Club of America, being a rather small organization and having only about two competitive members who are not members of the Sports Car Club of America, also took no legal steps. To be very big about it all, however, the Sports Car Club of America consented to invite members from the other two clubs, with whom they had broken the contract, to participate in the Bridgehampton Road Race on May 24. They stated, however, quite clearly, that any entries of these people who were invited would have to be screened by the competition committee and another committee of the Sports Car Club of America.

I have entered my car for the race as a member of the M.G. Car Club, but have as yet received no advice as to whether the entry has been accepted or not. However, I am sure that next year, if things continue the way they are, the Sports Car Club of America will simply run this race exclusively for its members. This, of course, makes for a rather abominable situation and, considering that sports car racing



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CORRESPONDENCE . . . . . continued

in this country is supposed to be strictly on an amateur basis, to be a sport without financial compensation, it becomes an expensive hobby out of which much pleasure is taken by the petty politics conducted by a very small minority of those in power in the Sports Car Club of America.

New York. A. ERWIN GOLDSCHMIDT.

[Mr. Goldschmidt has since forwarded correspondence confirming that his entry has been refused.—ED.]

SALES

Reaction to a Four-figure Price

[64245.]—Mr. G. Jacobs [64201] writes that he has been unable to sell his two-year-old family saloon for £1,100, and goes on to say that he had difficulty in selling it at all. This latter I feel to be a somewhat relative statement.

We have had a car of some sort in the family for as long as any of us can remember. It was never treated as either a week-end luxury or a business weapon, but purely as a piece of domestic furniture. It was usually rather large, battered and somewhat neglected mechanically. It was never washed. It was invariably, however, regarded with the deepest affection and usually of sufficient quality to give years of faithful service.

Now, alas! the last of a long line has gone. Faced with the alternatives of replacement or an expensive overhaul, we could cope with neither. The beloved old Alvis has gone, the garage is empty, and we are desolate.

As members of the depressed professional classes we should, I suppose, regard the calamity as part of the social revolution, grin and bear it. All I can say is that we find it extraordinarily difficult to do so. We now realize that the car was even more an essential part of our lives than we suspected. We knew that we'd have to face endless inconvenience, curtail our social activities, and lose a lot of innocent pleasure. But we are also conscious of the loss of an immensely strong personality. Practically all our crises, our excitements, adventures and tragedies as a family have had, somewhere in the background, the family car, playing an inconspicuous but essential part. And now it has gone.

So all I can say to Mr. Jacobs is—we are not interested in whether you can sell your car for £1,100 or not. We—and I feel that I am speaking for a considerable section of the community—simply want to go on being motorists. And in these days, with our modest salaries lagging far behind the cost of living and no trade connections or expense accounts, that means a return to the day when we can buy a really serviceable, friendly and personable car for £50. JOHN HYDE.

London, N.6.

Would a Three-year Period Have Helped?

[64246.]—As a motorist who ordered a car five years ago this month and who is awaiting delivery, I do think your Editorial attitude to the Covenant a little surprising (May 23). Whilst one can agree that, in regard to high-priced cars, it is probably now unnecessary, I should have thought that it was generally agreed that the Covenant had placed some restriction on speculation in new cars and had helped towards a fairer distribution.

My own feeling is that had there been a three-year period incorporated in the Covenant right from the start, quite a few motorists would by now have received their first post-war car.

As for disliking the atmosphere of furtiveness and espionage with which the whole business of car transactions is currently surrounded, surely this atmosphere is created only when efforts are made to circumvent the regulations. Whilst we all regret the necessity for a restrictive Covenant, nevertheless I feel that with the supply of new cars hopelessly lagging behind the demand, it is a necessary evil to be retained.

Burton Joyce, Nottinghamshire. S. G. BRYANT.

[Our viewpoint is that the Covenant should go immediately the price mechanism begins to operate, at whatever level. The furtiveness and espionage do not accompany only illegal transactions; unsatisfied customers are seeing to that. It is precisely this espionage following a straightforward purchase that leads to subsequent furtiveness, and that we feel is so objectionably encouraged by the Covenant regulations.—ED.]

DEMAND AND SUPPLY

Possibilities of Home Market Satisfaction

[64247.]—According to the monthly *Statistical Review* a total of 35,028 cars were produced during the month of February last, out of which 25,834 were exported, leaving 9,214 cars available for the home market. This month's production is not exceptional but a fair average of previous months and, by these figures, suggests a total of 110,568 cars for the home market per annum, which is not so bad after all.

The mighty order book of 500,000 cars outstanding may be taken with a grain of salt and may be easily halved in respect of genuine customers ready to take delivery. On this vast order book are those whose circumstances have changed and those who wish to transfer their affections to another model. There are many who cannot manage the more rigid hire purchase terms upon which they depend and many who cannot face the increased price, which can have advanced by hundreds of pounds since they ordered.

Above all, there are a considerable number who have ordered up to half a dozen cars simply to take the first one becoming available and be hanged to the rest; they do not want more than one, anyway. The latest restriction on purchase and delivery is unwise and, indeed, a farce as at the present figures quoted the home market could be supplied in two years and most likely less since we are facing a doubtful market in finance. In this space of time we should see the declaration scheme well and truly scrapped, and in the interests of the trade it should be scrapped now. A. R. GAMBLE.

Overton, Flintshire.

[It is only fair to point out that 1¼ million is another estimate of the back-log, and that new orders (replacements) are all the time flowing in.—ED.]

WINDOW-CLEANING DEPT.

Bird-bobber Plus

[64248.]—Further to the various letters covering the above controversy, it may be of interest to those at home to know that Malta is far from exempt from this type of mania. The following were noted, with sheer amazement and no little awe, all attached to a Morris Oxford parked in Valletta: Two dollies, two birds, two additional chrome side lamps, two small chrome spot lights, one chrome aeroplane complete with three longish ribbons, two chrome wing indicators, four Rimbellishers, four chrome flashes on wings, four chrome outside mirrors, two chrome exhaust fishtails, and one chrome aerial.

Thank you for your most excellent journal, and for the fact that it keeps one up to date with motoring news and events at home. C. S. KEECH.

Kalkara, Malta.

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Sparks

Would you kindly put me right on ignition? Does the spark go direct from the contact breaker to the plug? C. M.
London, W.1.

YOU seem to be a little confused over the action of the spark at the plug points, which is much simpler than it appears. The principle is that of the induction coil, employing two circuits, the primary and the secondary. The primary circuit is made and broken by the contact breaker, the condenser being merely incidental to the major purpose of the component.

When the current flows through the primary circuit the magnetic field grows and collapses round the primary windings. This magnetic field is cut by the windings of the secondary and the number of windings is one of the factors governing the voltage induced; it is very high indeed, probably in the neighbourhood of 15,000 volts.

Thus in the secondary circuit you have a very high voltage induced for a brief instant, in a circuit that is broken by the plug points. With such a voltage, the current ionizes the gap and jumps across it, and the passage of current is maintained until the voltage in the secondary drops below the critical point. This is the normal spark.

More simply, a current is induced in the secondary circuit, which leaps the spark gap. The contact breaker is the make and break of the primary circuit, which has no electrical connection with the secondary, only magnetic.

Coasting

Could you please settle a big argument going on in the engineers' shop where I am employed? Is it an offence to coast, or free-wheel with, a power driven vehicle, down a gradient? H. D.
London, W.13.

IT is not an offence to coast, or free-wheel down a gradient; one car, the Rover, is fitted with a free-wheel partly for this purpose.

Alpine Passes

I hope to take my Austin A.40 to Austria this summer and "do" some of the Alpine passes en route. I understand some carburettor adjustments can be made with advantage on the higher passes. I would be obliged for your advice on this point.

Could you suggest which are the more interesting passes adjacent to a route Calais — Lucerne — Innsbruck — Salzburg? A. H. M.
Waterford, Eire.

WE do not think you should find it necessary to alter the carburettor setting, as we have covered many of the highest passes in Europe on various cars with different carburettors and never found it to be necessary. You might, however, take a size smaller and a size larger jet with you so that you can try the effect.

You could certainly include several of the Swiss passes, and from Lucerne you could run south over the Brunig Pass (about 3,260ft) to Meiringen, and then go over the Susten Pass (7,350ft) to Andermatt. The Susten Pass was completed during the war and is a magnificently engineered road through beautiful scenery.

From Andermatt you have two alternatives. One, you could go over the Oberalp Pass (6,656ft) to Disentis, Chur, Davos, and over the Fluela Pass (7,764ft) to Sus and then through Schules and Martinsbruck to Innsbruck; or you could turn south from Andermatt over the St. Gotthard Pass (6,864ft) continuing south to Castione and then turning north again over the St. Bernhardin Pass (6,720ft) to Splugen, Thusis and so to Chur.

Another possibility would be to go, not over the Susten Pass to Andermatt, but over the Grimsel Pass (7,036ft) to Gletsch and then over the Furka (7,900ft).

Double De-clutching

Am I correct in assuming that to double de-clutch on a car fitted with a synchromesh gear box is not only unnecessary but also harmful? P. E. G.
London, N.W.6.

THE purpose of double de-clutching is merely to speed up a gear wheel in order that it will engage with another which is revolving faster. With a synchromesh gear box the cones, by coming into contact before the gear wheels, serve to equalize their peripheral speeds, so that they will engage quietly. Double de-clutching in this case brings the two wheels more nearly to the same speed, and thus reduces the work of the synchromesh mechanism. Wear on the cones should, therefore, be reduced. Double de-clutching could be harmful if it resulted in over-speeding one gear wheel so that the speed difference was greater than it would have been without the interim acceleration.

Axle and Steering

I have a 1934 10 h.p. Triumph which has an excessive amount of free play at the steering wheel. The king-pin and steering joints are perfect, the backlash being entirely in the steering box, between the ball-headed extension on the drop arm and the steel bush in the nut.

In view of the difficult spares position I should welcome your advice as to whether the rebushing of the nut, and possibly the building-up of the ball, would be a practicable and economic solution?

One further point: when viewed from the front, the front wheels appear closer at the top than the bottom. The king-pins being good it would seem that the axle must be bent. Would it be satisfactory to remove the axle and apply the necessary correction cold? B. D. S.
Bath, Somerset.

IT is quite practicable to have the nut rebushed and the ball built up, but whether it would be an economical procedure is another matter.

The car should have the front wheels cambered so that the bottoms are closer than the tops. It would seem that the axle is bent, but it cannot be set cold; to straighten the axle it will be necessary to heat it. We need hardly say that if you tackle this job yourself great care must be used.

● A stamped self-addressed envelope, or an international or imperial reply coupon, must accompany queries, which should be kept separate from other communications. Technical, legal, sporting and general questions are dealt with, and should be addressed to The Editor, *The Autocar*, Dorset House, Stamford Street, London, S.E.1.

Queries should not be submitted which are the normal business of manufacturers' service departments

Clutch Drag

I have a 1946 Standard Eight tourer which has done 28,600 miles. I am troubled with a dragging clutch.

I have taken up all the adjustment provided. Will I have to fit new fingers, and are there any snags to the job? S. S. B.
Caerphilly, Glamorgan.

CLUTCH drag may be the result of wear in the friction lining, which modifies the relative position of the pedal. Warped or bent plates can also give rise to the trouble, as will heavy wear of the splines on the clutch shaft, ridges developing on the side of the splines which catch on the ends of the hub splines and thus prevent full freedom of movement between the two. This can usually be detected, however; when the pedal is depressed it is usually possible to feel the edges catching.

Persistent Axle Leak

Some months ago I found that a large amount of oil was finding its way to the brake drums. I have since renewed the bearings and oil seals, but this has in no way reduced the quantity seeping through. Both the half shafts have been replaced, so I find it hard to trace the trouble to faulty or worn parts. H. T.
Wembley Park, Middlesex.

IF all the oil seals and their contacting surfaces are in good condition it would seem that the breathing system for the differential has become blocked. This could cause slight pressure in the casing which might force the oil past the seals.

Machining a Flywheel

Could you tell me what would be a suitable material to machine a light flywheel from? I am contemplating hotting-up my overhead camshaft Morris and am wondering if a duralumin flywheel would be too light and if it would be better to machine some metal off the original.
Brisbane, Australia. A. J. D.

ALUMINIUM would be the best material from which to machine the flywheel, but we would advise you to seek some expert advice on the stressing, as no doubt the dimensions of the existing one will not be suitable in light alloy.

If you machine off some of the metal from the present flywheel, this will have to be done with great care, as there is every chance of weakening it, in which case it might disintegrate.

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Wild mist-covered hills near Keswick: W. A. G. Goodall's Morgan Plus Four with all four wheels locked in the braking test.

A TOTAL of 87 cars from the three starting points, London, Bristol and Buxton, converged at Harrogate for the breakfast stop of the M.C.C. "Edinburgh" on Whit Saturday. The night run had been dry, but that is about all that can be said for it. Dense fog patches and even ice on the road at one point had relieved any monotony there might have been, and it was exceedingly cold. Fortified by breakfast and at the early hour of six-thirty the first competitor set out to cover the 42 miles to Oughtershaw Side and the first test. At this hour, the high and extremely wild Pennine country was particularly pleasant, and for those who had time to notice such things, the queer cries of the many curlews added to the desolation.

Competitors were required to accelerate between lines A and B, brake, and continue to line C as slowly as possible but not exceeding 60 seconds. From here the route led through unfenced roads and fog patches. Sheep slumbered peacefully in the middle of the roads, unaccustomed to disturbances at such a time. The next diversion, twelve miles on at Buttertubs Pass, was a regularity test. This was set on an up gradient which levelled off in the middle. The distance of about a quarter of a mile was divided into two equal parts and competitors were required to cover both halves in as nearly as possible equal times. N. F. Walker's fine old Chrysler Roadster of 1929 vintage opening the proceedings.

A heavy drizzle had set in by now and open car drivers were hastily erecting their hoods, while those with trials specials were regretting not having included such things in the specifications. The route led on past the queer holes in the ground from which the Pass takes its name, to the stop and restart test at West Stonesdale, seven miles on. From a standing start competitors had to proceed to a position astride a line on a steep gradient. Thence they moved off and immediately rounded a sharp and steep right-hand hairpin. R. Sidwall's M.G. performed well, as did R. E. Wright's Dyna Panhard, though the larger cars found it more difficult.

The second regularity test was at Tan Hill, three and a half miles on. No spectators had ventured as far afield as this and one of the marshals remarked that the only customers he had found for his wet and bedraggled programmes were the sheep. So on through Keswick to the brake test at Newlands Hause.

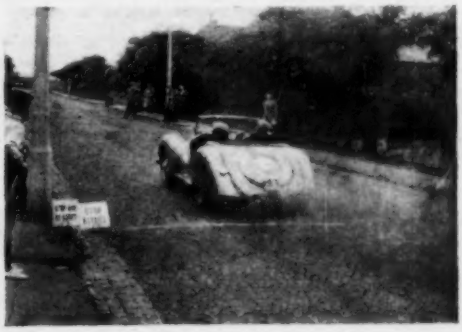
By now the weather had cleared and the sun was shining, though the high hills were shrouded in mist. The test was set on a steep down-gradient, the surface of which had recently been remade with granite chips. Competitors had to freewheel from line A over line B, two yards on, with the gear in neutral, and stop as soon as possible when the front wheels touched line C, 60 yards on. Times were taken from B to C and distances beyond C were measured, and these figures computed to give a result. Owing to the extremely loose surface many competitors, with all four wheels locked, overshot line C and automatically failed. F. B. Copeland's Austin A.90 was excellent, combining a short time from B to C and a stop very close to line C.

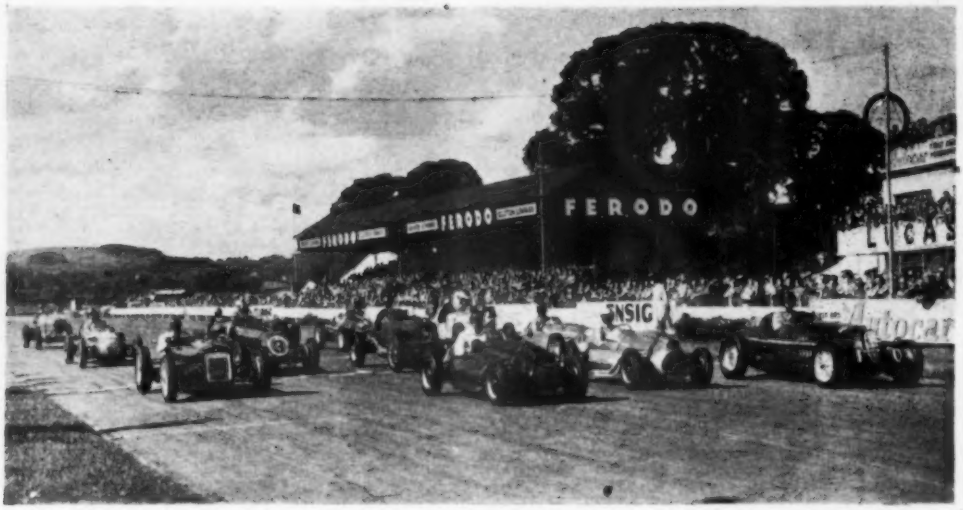
From here the route led through more populated areas and a fast road to Carlisle and the lunch stop. Outside the town a queue of cars was seen killing time before checking in at the control. After lunch the remaining 98 miles of main roads brought competitors to Edinburgh for the final test and the finish. This test was on an up gradient of one in five. Three successive stop and restart tests had to be executed in a maximum time of 45 seconds from a standing start. The gymnastics of the softer sprung cars were considerable as they alternately slid to a standstill astride a line, and spun their wheels accelerating away to the next. P. G. H. Morgan (Morgan Plus Four) recorded 24 seconds, which was fastest time, though only one second faster than D. J. Farquharson's Jaguar XK120.

The magnificent Monte Carlo style navigator's equipment of F. C. W. Emery's Jaguar was noted. In contrast, the navigator of J. W. Bowrage's Allard had brought a chronometer of German manufacture. This had subsequently gone wrong and rumour had it that he had completed the rally by means of town clocks and sundials. And so to the final check, from which some of the tougher enthusiasts started on the journey back, in order to be at Goodwood on Whit Monday.

On full lock, R. E. Wright, Dyna Panhard, rounds the hairpin following the stop and restart test at West Stonesdale.

H. Thornton's Lea-Francis accelerates away in the final test on Observatory Hill, Edinburgh.





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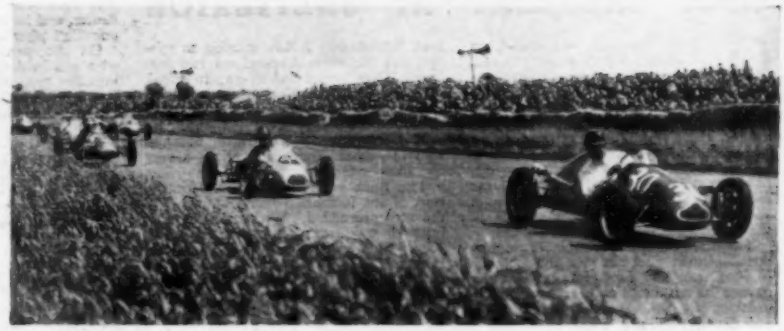

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RESULTS—lap distance 2.4 miles

Formula 3: 7-lap heats: One: 1, Cooper-Norton (P. R. Gerard), 13m 6s, 76.94 m.p.h.; 2, Cooper-Norton (G. Wicken), 13m 6.6s; 3, Kieft-Norton (D. S. Shale), 13m 11.6s; 4, Emeryson-Norton (H. L. Williams), 13m 21s. **Two:** 1, Kieft-Norton (D. Parker), 13m 23.4s, 75.29 m.p.h.; 2, Revis-J.A.P. (R. G. Bicknell), 13m 24s; 3, Kieft-Norton (D. F. Annable), 13m 24.6s; 4, Emeryson-Norton (P. R. Emery), 13m 24.8s.

Final (15 laps, 36 miles): 1, Cooper-Norton (P. R. Gerard), 27m 42.4s, 77.06 m.p.h.; 2, Cooper-Norton (G. Wicken), 27m 58s; 3, Kieft-Norton (D. Parker), 28m 7s; 4, Revis-J.A.P. (R. G. Bicknell); 5, Kieft-Norton (D. F. Annable); 6, Mackson-Norton (A. D. Gill). **Fastest lap (record):** Parker, 1m 46.4s, 79.70 m.p.h.

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By the eighth lap of the 20-lap race, Hawthorn had lapped the Jaguar of J. Little, and—by the thirteenth—the Frazer-Nash of John Melvin. His only threat was R. D. Poore's Alfa Romeo, and although this car was a consistent challenger, Hawthorn gradually increased his lead until he crossed the finishing line with the Cooper-Bristol more than five seconds ahead of the Alfa Romeo.

J. H. Walton (Frazer-Nash) made all the running in the race for sports cars, up to 2,500 c.c., and despite strenuous motoring by J. Brown (H.W.M.), G. Tyrer (Frazer-Nash-B.M.W.), and J. M. Hawthorn (Frazer-Nash), who passed and repassed each other in an exciting race, the Mille Miglia model, with Hawthorn at its wheel, finished ahead of Brown and Tyrer, but saw only the exhaust of Walton's well-maintained Le Mans replica. It was regrettable, therefore, that a load of bad fuel kept Walton out of the *formule libre* race.

The 15-lap formula 3 race was remarkable for the competent driving of Ninian Sanderson (Cooper) and for J. Reece's scintillating performance. The latter worked his way up with his Cooper from fifth place in the fourth lap to second in the tenth. Reece and Sanderson provided between them one of the day's closest finishes.

RESULTS—lap distance 1.3 miles

Sports Cars (5-lap races).—Up to 750 c.c. s. 1,350 s.c.: 1, Cooper-M.G. (J. H. Lawrence), 9m 16.5s, 64.9 m.p.h.; 2, Riley (A. M. Calder); 3, M.G. TC (I. Sutherland). **1,500 c.c. s. 2,500:** 1, Frazer-Nash (J. H. Walton), 8m 10s, 73.46 m.p.h.; 2, Frazer-Nash (J. M. Hawthorn); 3, Frazer-Nash B.M.W. (G. Tyrer). **1,200 c.c. s. 1,500:** 1, Hopper Spl (I. Hopper), 8m 59.9s, 66.6 m.p.h.; 2, Cooper-M.G. (J. H. Lawrence); 3, Riley (T. B. Carnson).

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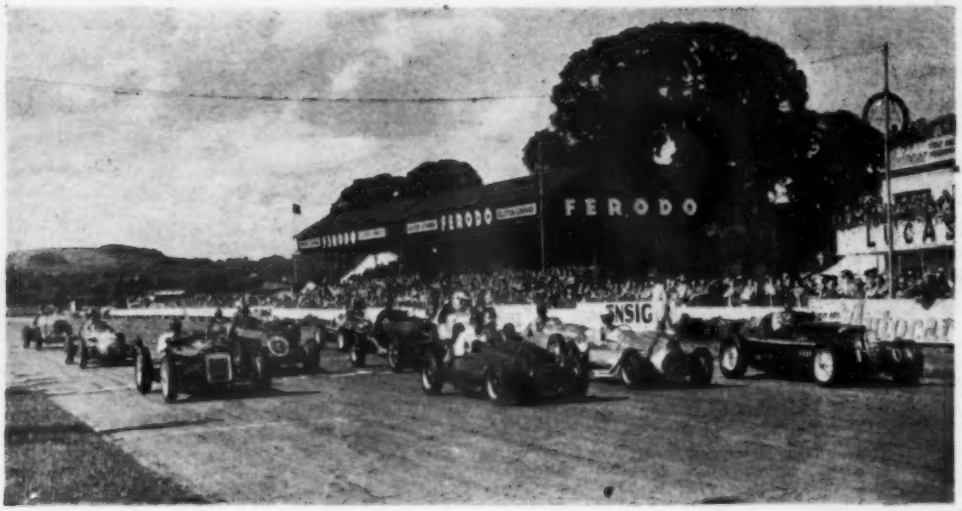
Saloon cars.—Unlimited (5 laps): 1, Healey (E. B. Wadsworth), 9m 30.8s, 65.1 m.p.h.; 2, Healey (H. Havelock Slack); 3, Alvis (G. G. Petrie).

Vintage cars: 1, Bentley (G. G. McDonald), 9m 2.6s, 66.5 m.p.h.; 2, Vauxhall (W. P. S. Melville); 3, Vauxhall (J. Gordon Lockhart).



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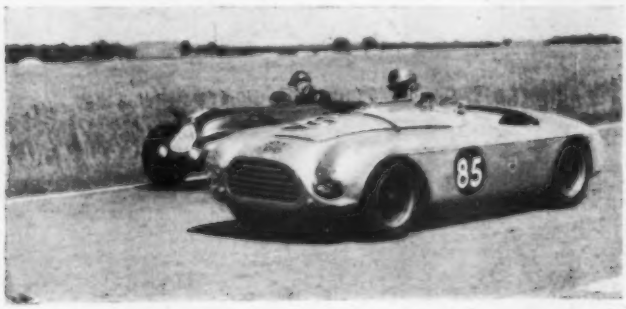

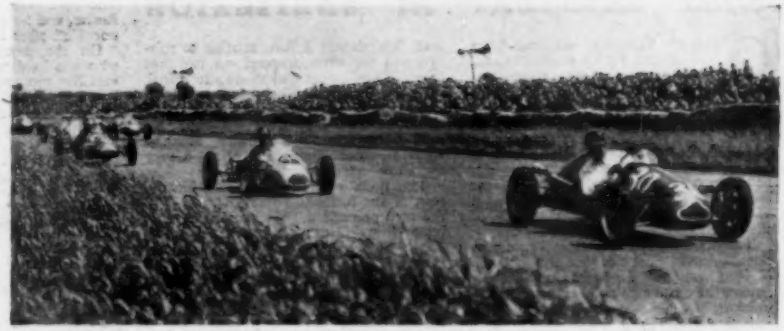

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THE CHASE AT CHARTERHALL

IN the attractive Border country and at the appropriate season of the year, it was only seemly that, with bloom in the hedgerows, Hawthorn should continue to flourish at the Winfield Joint Committee's invitation race meeting at Charterhall on May 31. He was a worthy winner of the *formule libre* race, and, from the first rounding of Lodge Corner to the final drift at Tofts Turn, his Cooper-Bristol went magnificently.

By the eighth lap of the 20-lap race, Hawthorn had lapped the Jaguar of J. Little, and—by the thirteenth—the Frazer-Nash of John Melvin. His only threat was R. D. Poore's Alfa Romeo, and although this car was a consistent challenger, Hawthorn gradually increased his lead until he crossed the finishing line with the Cooper-Bristol more than five seconds ahead of the Alfa Romeo.

J. H. Walton (Frazer-Nash) made all the running in the race for sports cars, up to 2,500 c.c., and despite strenuous motoring by J. Brown (H.W.M.), G. Tyrer (Frazer-Nash-B.M.W.), and J. M. Hawthorn (Frazer-Nash), who passed and repassed each other in an exciting race, the Mille Miglia model, with Hawthorn at its wheel, finished ahead of Brown and Tyrer, but saw only the exhaust of Walton's well-maintained Le Mans replica. It was regrettable, therefore, that a load of bad fuel kept Walton out of the *formule libre* race.

The 15-lap formula 3 race was remarkable for the competent driving of Ninian Sanderson (Cooper) and for J. Reece's scintillating performance. The latter worked his way up with his Cooper from fifth place in the fourth lap to second in the tenth. Reece and Sanderson provided between them one of the day's closest finishes.

RESULTS—lap distance 2.0 miles

Sports Cars (5-lap races).—Up to 750 c.c. s. 1,100 c.c.: 1, Cooper-M.G. (J. N. Lawrence), 9m 16.8s, 64.9 m.p.h.; 2, Riley (A. M. Calder); 3, M.G. TC (I. Sutherland). **1,500 c.c. s. 2,500:** 1, Frazer-Nash (J. H. Walton), 8m 10s, 73.46 m.p.h.; 2, Frazer-Nash (J. M. Hawthorn); 3, Frazer-Nash B.M.W. (G. Tyrer). **1,100 c.c. s. 1,500:** 1, Hopper Sul (I. Hopper), 8m 59.9s, 66.6 m.p.h.; 2, Cooper-M.G. (J. H. Lawrence); 3, Riley (T. B. Carnson).

Unlimited: 1, Frazer-Nash-B.M.W. (G. Tyrer), 8m 10.2s, 73.4 m.p.h.; 2, Frazer-Nash (J. H. Walton); 3, Frazer-Nash (J. D. L. Melvin).

Racing cars.—Unlimited (20 laps): 1, Cooper-Bristol (J. M. Hawthorn), 50m 52.6s, 76.9 m.p.h.; 2, Alfa Romeo (R. D. Poore); 3, Alta (J. Kelly). **Formula 3 (up to 500 c.c.), 15 laps:** 1, Cooper (N. Sanderson), 25m 26.5s, 71 m.p.h.; 2, Cooper (J. Reece); 3, Cooper (D. K. Swan).

Saloon cars.—Unlimited (5 laps): 1, Healey (E. B. Wadsworth), 9m 30.8s, 63.1 m.p.h.; 2, Healey (H. Havelock Slack); 3, Alvis (O. G. Petrie).

Vintage cars: 1, Bentley (O. G. McDonald), 9m 2.6s, 66.3 m.p.h.; 2, Vauxhall (W. P. S. Melville); 3, Vauxhall (J. Gordon Lockhart).

WHIT SATURDAY AT SNETTERTON

ON Whit Saturday, the Half-Litre Club staged a very successful race meeting at Snetterton, near Thetford, Norfolk, the programme for which consisted of two main events. These were a formula 3 race, run in three heats and a final, and a *formule libre* race, with an additional special prize for the first formula 2 car to finish. Thus all kinds of racing car were catered for, and a large crowd saw some excellent racing, in spite of a severe rainstorm in the middle of the programme.

The first heat of the formula 3 race produced a good duel between the Coopers of K. Carter and L. Leston, the former having the advantage and the latter finally breaking a chain. P. Emery brought his redesigned Emeryson into second place, harassed throughout by K. Smith in his amateur-built special. Leston set up a new 500 c.c. lap record for the circuit in 2m 9.6s (75 m.p.h.). In the second heat nobody could get near George Wicken's Cooper, which scored from W. Webb's Kieft. Then it began to rain, and W. Whitehouse won the third heat by a large margin in his Mark VI Cooper from the similar cars of D. H. Gray and R. E. Paulson.

The *formule libre* race, which followed, was unfortunate in having the worst of the weather. A complete cloud of spray covered the cars as they rounded the first corner—all but J. D. Barber's 1,100 c.c. Cooper-J.A.P., which had made an astonishing getaway and was well out in front. And Barber stayed in front for lap after lap, with Graham Whitehead and Bob Gerard trying all they knew but unable to close up appreciably. After them came E. Thompson in R. R. C. Walker's E.R.A.-engined Delage, for Bill Whitehouse had the misfortune to crash badly in Gordon Watson's Alta when in fourth place on the third lap; the car rolled over twice, Whitehouse suffering a broken arm and a broken rib. On the seventh lap Whitehead caught the flying Cooper, Gerard following suit two laps later. At half-distance Gerard took the lead, Whitehead's E.R.A. starting to misfire, and the latter dropped out two laps later. The Cooper had to stop to refuel, and was passed by Thompson and Baird in the Maserati-Griffin; but the latter fell out only three laps from the end. So Barber not only finished third, but also won the special formula 2 prize—a very fine show indeed.

The track was still very wet for the start of the formula 3 final, but dried as the race proceeded. Wicken led at first, followed by Gray's Cooper and Webb's Kieft; then came Gerard's Cooper and Emery. Then Wicken broke a fuel pipe and Gerard came up into the lead, only to stop on the straight and push in for repairs. Webb now led, followed by Emery; but D. Parker, who had been well back at the start, now started to push his Kieft harder as the track dried and came into second place. With ten laps to go it seemed that Webb could not be caught; but the failure of a front brake pipe slowed him, and Parker, trying all he knew, caught him on the last lap and passed him 200 yards before the finishing line—a wonderful finish after an 80-mile race.

RESULTS—lap distance 2.7 miles

Formula 3: 10-lap heats: One: 1, Cooper-Norton (K. E. Carter), 22m 7.4s, 73.39 m.p.h.; 2, Emeryson-Norton (P. R. Emery), 22m 11.2s; 3, Smith-Norton (K. W. Smith), 22m 28.8s; 4, Cooper-Norton (D. Truman); 5, Cooper-J.A.P. (A. J. Nurse). **Two:** 1, Cooper-Norton (G. H. Wicken), 22m 19.6s, 72.55 m.p.h.; 2, Kieft-Norton (W. Webb), 22m 20.8s; 3, J.B.S.-Norton (A. W. Richards), 23m 21.8s; 4, Kieft-Norton (C. Headland); 5, Arnott-Norton (J. Brown). **Three:** 1, Cooper-Norton (W. J. Whitehouse), 25m 16.6s, 64.09 m.p.h.; 2, Cooper-J.A.P. (D. H. Gray), 26m 20.8s; 3, Cooper-J.A.P. (R. E. Paulson), 26m 23.8s; 4, Erskine Staride-Norton (J. D. Habin); 5, Kieft-Norton (D. Parker).

Final (30 laps, 81 miles): 1, Kieft-Norton (D. Parker), 1h 11m 23.4s, 68.08 m.p.h.; 2, Kieft-Norton (W. Webb), 1h 11m 23.8s; 3, Emeryson-Norton (P. R. Emery), 1h 12m 6.6s; 4, Cooper-J.A.P. (R. W. Brise); 5, Cooper-Norton (K. E. Carter); 6, Cooper-J.A.P. (N. Pugh).

Fastest lap: Cooper-Norton (F. R. Gerard), 2m 16.6s, 71.2 m.p.h

Formule libre (30 laps, 81 miles): 1, E.R.A. 1,980 s (F. R. Gerard), 1h 7m 24s, 72.11 m.p.h.; 2, Delage 1,498 s (E. Thompson) 1 lap behind; 3, Cooper-J.A.P. 1,100 (J. D. Barber), 1; 4, Allard-Cadillac 5,420 (K. Watkins) 1; 5, Maserati 3,000 s (G. Gale), 2; 6 B.M.W.-Bristol 1,996 (R. C. Willis), 2.

Fastest lap: Gerard, 2m 10.2s, 74.65 m.p.h.

B.R.M. FAILURE AT ALBI

SO the B.R.M. jinx is still in residence. Two B.R.M.s, driven by Fangio and Gonzalez, with Wharton as reserve driver, made fastest times in practice for the Albi G.P., Fangio doing one lap at 113.65 m.p.h., beating his own old record, set up in 1950 on a 4CLT Maserati at 106.65 m.p.h. But the B.R.M. was stated to have a porous block after a few laps, and did not practise again. A new block was flown out on Friday evening, and re-assembly was completed only just in time for the race on Sunday last. Gonzalez, in the other B.R.M., recorded 108.7 m.p.h. in practice—fast enough to give him a place in the front row. The opposition consisted of Rosier and Landi in 1951 4,500 c.c. unsupercharged Ferraris, Behra in the new six-cylinder 2-litre Gordini, Bira and Schell in the blown 1,500 Gordinis, the usual covey of Lago-Talbots, Whitehead and Comotti in supercharged 1,500 Ferraris, and Rudi Fischer in his formula 2 Ferrari.

Sixteen cars lined up for the start in fine weather, the front row being Fangio, Gonzalez and Rosier; Whitehead was in the fifth rank. As the flag dropped, Fangio shot into the lead, but Gonzalez nearly stalled and was ninth at the first corner. After one lap Fangio was well ahead; the car, sounding magnificent and seeming to handle very much better than last year, was noticeably steadier under braking. Rosier was about 100 yards behind Fangio, Landi next and Gonzalez eighth but going well. Next time round, Fangio had a lead of 400 yards, and Gonzalez was fourth. On lap three Gonzalez was second and the opposition was nowhere.

But on the fifth lap came the first blow; Gonzalez came into the pits with clouds of smoke pouring from the engine. A brief look, and the car was pushed away; its block was stated to be porous. Fangio then got the slow signal, and continued to circulate about 30 seconds ahead of the rest of the field; Behra was driving like a master in fourth place. At ten laps the race average was 104.2 m.p.h., Gonzalez having done fastest lap (at 107.05 m.p.h.) before blowing up, which figure stood for the whole race. It continued like this until lap sixteen, when Fangio came into the pits and stopped for a long time, Rosier sailing into the lead, which he never lost again. Fangio went off again, but came in after one more lap, and retired with a broken cylinder stud. The race was now "in the bag" for Rosier, and he came home first, calm and unruffled after an uneventful drive.

On the penultimate lap, Whitehead, who was holding fourth position, coasted into the pits, out of fuel; replenishment was rapid, but he just lost fourth place to Crespo's Talbot. Very bad luck indeed, because he drove magnificently in a car which was outclassed for speed. A sad day indeed for England.

RESULT: Race distance: 188.04 miles, 34 laps of 5.53-mile circuit

1, Rosier (Ferrari), 101.96 m.p.h.; 2, Ferrari (Landi); 3, Talbot (Cabantous); 4, Talbot (Crespo); 5, Ferrari (Whitehead); 6, Ferrari (Fischer); 7, Ferrari (Comotti); 8, Talbot (Trintignant).

INDIANAPOLIS

By Cable

TROY RUTTMAN, 22-year-old "long shot," with three previous unsuccessful Indianapolis races, won the 36th 500-mile classic on May 30 at 128.922 m.p.h., beating the 1951 record by nearly 2.7 m.p.h. Ruttman's Agajanian Special was 30 sec behind the lead car, a fuel-injection special handled by Bill Vukovich when, with only eight laps to go, Vukovich crashed into the north-east wall with broken steering, ceding to Ruttman a dramatic last-moment victory. Jim Rathmann finished second in the Grancor-Winns Special at 126.725 m.p.h., Sam Hanks third at 125.580 m.p.h. in the Bardahl Special and Duane Carter fourth at 125.259 m.p.h. with the Belanger Motors Special. Twenty finished out of 33, compared with only eight last year; all finishers were Offenhauser-powered. The second man was three laps behind the leader, the third and fourth five laps behind. The first seven averaged higher speeds than those of the corresponding finishers last year and all the 23 cars still running at 100 laps were rear-drive.

Alberto Ascari's 4.5-litre Ferrari spun at the north-east turn on the fourth lap with a collapsed rear wheel when lying twelfth. None of the favourites, including the two big Novi Pure Oil Specials, the supercharged Cummins diesel (which had qualified at 138.010 m.p.h.) and the two Blue Crown Spark Plug Specials, did anything.

Previous records fell like ninepins to the blazing pace set by Jack McGrath, whose Offenhauser Hinkle Special led for the first six laps; McGrath shattered Duke Nalon's 1951 five- and ten-mile records with 129.366 m.p.h. and 131.497 m.p.h. Luckless Vukovich, who snatched the lead on the seventh lap and held it for 151 out of the 191 laps, also toppled records, including 10 laps at 132.536 m.p.h., 20 at 132.964 m.p.h., 30 at 132.816 m.p.h., 40 at 133.008 m.p.h. and 50 laps at 137.726 m.p.h. The high-light was the relentless Vukovich-Ruttman battle, with both men all out and trading places six times. Vukovich led at 50, 100, and 150 miles; he lost the lead to Ruttman through a pit stop at 175 miles, regained it at 225 miles when Ruttman visited his pit, and stayed ahead until they had covered 337 miles, when he made a second pit stop for fuel and tyres. Ruttman again snatched the lead, only to lose it on the 143rd lap when he made his own second pit stop. Thence to the 480-mile point when Vukovich crashed Ruttman strove frantically to close the gap. He reduced Vukovich's lead to 19 sec, but when the accident occurred Vukovich was still half a minute ahead, and, with 20 miles to go, victory seemed certain.

Vukovich shattered all 1951 records at 25-mile intervals until the crash.

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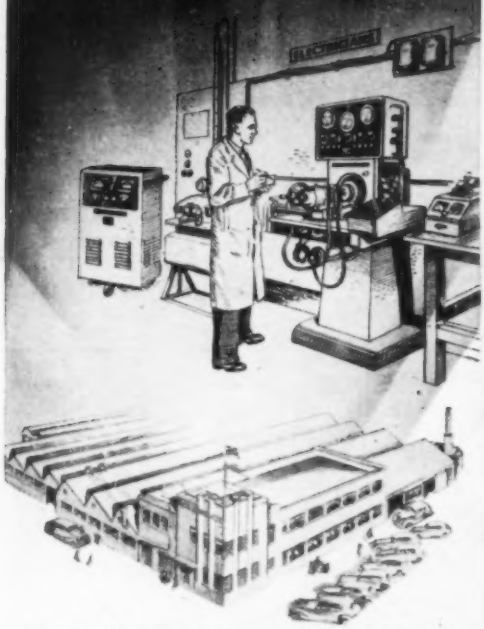

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C. D. Headland (Kieft-Norton) spins round on the second half of the S-bend at Snetterton last Saturday, during the final of the 500 c.c. race.

THE SPORT

by J. A. COOPER

SO that was Whitsun, 1952! So much has been happening this last week-end that it is difficult to know where to begin to comment on it. Abroad, the two B.R.M.s started at Albi, after what has come to be regarded as a typical pre-race panic when the engine of Fangio's car gave trouble in practise; but they both fell out during the race. They were in the first two places at the time; but of course there was no works opposition from the Continental side, and the fact that they so easily beat the existing lap record loses something of its glamour when it is realized that neither the works Alfas nor the latest works Ferraris have raced at Albi—the record stood previously to the credit of Fangio with a 4CLT Maserati, in 1950. Now it remains to be seen whether or not the B.R.M. organization can have two cars at Dundrod for the Ulster Trophy race tomorrow.

Britain did not fare too well at Monte Carlo either, although Tony Crook put up a very good show to finish third in the 2-litre race. Stirling Moss appears to have struck an unlucky patch, such as afflicts every driver at some time or other, and trouble has overtaken him in almost every event since Silverstone; but never mind, things will run his way again soon.

EVERYONE seemed in tremendous form up in Glasgow for the start of the Scottish Rally last week-end, the first man being sent off at 9 a.m. on Monday on the 300-mile first stage. Of the 98 entries, there were four non-starters, but Mrs. Whyte was also deemed to be a non-starter because the engine of her Allard refused to fire owing to a defective coil; although a spare was obtained and fitted, the time limit for starting had been exceeded.

The first day's run was through some of Scotland's finest scenery, and the run along Deeside in particular was magnificent.

Leader in class 1 (open cars up to 1,300 c.c.) was D. G. Scott in his M.G.; closed, up to 1,300 c.c.: M.G. (R. Sidwell); open, 1,301 to 2,200 c.c.: Morgan (W. Kerr Stewart); closed, 1,301 to 2,200 c.c.: Jowett Javelin (F. D. Dundas); open, over 2,200 c.c.: Jaguar (J. C. Broadhead); closed, over 2,200 c.c.: Allard (P. S. Hughes). The marking was very close, however, and with three more difficult stages to be covered, anything could happen before the finish at Glasgow on Thursday.

ON Whit Sunday and Monday the Prix de Monte Carlo, for sports cars up to 2 litres, and the Monaco Grand Prix, for unlimited sports cars, were run at Monaco. The first was dramatic in the extreme, and the second had a totally unexpected result because of the quadruple crash which put out of the running Robert Manzon, winner of the Prix de Monte Carlo, and Stirling Moss, with the Type C Jaguar, in the early stages. Both events were the object of true Continental

COMING SHORTLY

JUNE 7.—Ulster Automobile Club. Ulster Trophy race meeting, Dundrod Circuit, N. Ireland, 11.30 a.m.

7.—Chester M.C. Sprint trial meeting, Summers Drive, Queensferry, 2 p.m.

7.—Eight Clubs Association. Race meeting, Silverstone, 11.30 a.m.

7.—Veteran C.C. Swindon-Cirencester Rally, Country Ground Car Park, County Road, Swindon, Wiltshire, 12 noon.

7.—Mercedes Register. Inaugural meeting, Berystede Hotel, Ascot, Berkshire, 6 p.m.

7.—Southsea M.C. Autosport driving tests, Serpentine Road, Southsea Common, Hampshire, 2.30 p.m.

8.—Monza Grand Prix, Italy.

8.—London M.C. Lawrence Cup Trial, cross-roads adjacent to Red Roads Hill, Bagshot Heath, Surrey, 11 a.m.

8.—Kentish Border C.C. Deal Rally, Main car park, Catford Greyhound Stadium, Catford Bridge, London, S.E.6, 8 a.m.

8.—Oxford University M.D.C. Navigation point-to-point, Stow-on-the-Wold, Gloucestershire.

14-15.—Le Mans 24-hour race, Sarthe Circuit, France, starting at 4 p.m.

15.—Rome Grand Prix, Italy.

15.—Chiltern C.C. Touring Rally, Chorley Wood Common, Hertfordshire, 11 a.m.

15.—Fiat 500 Club. Chiltern Rally-Round, Royal Oak Hotel, Great Kingshill, near Amersham, Buckinghamshire, 12 noon.

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6th in Heat I
7th in Final
(26 starters—19 finishers)
The first three English cars were two H.W.Ms. and the Frazer-Nash.
GRAND PRIX DE SUISSE, MAY 18
4th in Race
62 laps—282 miles
(21 starters—8 finishers)
First English Car.
XXV EIFELRENNEN, MAY 25
(Nurburg Ring)
3rd in Race
7 laps—111½ miles
(16 starters—5 finishers)
The first two English cars were H.W.M. and the Frazer-Nash.
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THE SPORT . . . . . continued

enthusiasm, and were marked by the appearance of new cars, including the Spanish Pegaso. A full report will appear in the next issue of *The Autocar*.

RESULTS: PRIX DE MONTE CARLO
65 laps of 1.954-mile circuit, 127.03 miles

1, Simca Gordini 1,992 (R. Manzon), 2h 13m 28.5s, 57.10 m.p.h.; 2, Osca (F. Bordoni), 2h 13m 51.9s; 3, Frazer-Nash 1,971 (T. A. D. Crook), 1 lap behind; 4, Lancia Gran Turismo (Valenzano); 5, Frazer-Nash 1,971 (D. A. Clarke); 6, Ferrari (G. Biondetti).

Fastest lap: R. Manzon, 59.94 m.p.h.

GRAND PRIX DE MONACO
100 laps, 195.4 miles

1, Ferrari 2,720 (Count V. Marzotto), 3h 21m 28.4s, 58.20 m.p.h.; 2, Ferrari 2,720 (E. Castellotti), 3h 21m 49.9s; 3, Ferrari 2,720 (Stagnoli), 2 laps behind; 4, Ferrari 2,720 (Lucas), 4; 5, Ferrari 2,720 (Pagnibon), 5; 6, Jaguar Type C 3,442 (T. H. Wisdom), 6; 7, Aston Martin (P. J. Collins), 8.

Fastest lap: Count V. Marzotto, 60.29 m.p.h.

THE 22nd Grand Prix des Frontières, run at Chimay, in Belgium, on Wednesday of last week, had an entry of six British cars, three H.W.M.s, two Aston-Butterworths, and a Connaught. From the start, K. H. Downing (Connaught) went ahead, and circulating very regularly, built up a 40-second lead from the Belgian, Paul Frère, driving a 1951 H.W.M., and Bill Aston (Aston-Butterworth). Two Belgian favourites, Johnny Claes (Simca) and Roger Laurent (four-cylinder Ferrari), the latter's car arriving direct from Italy to race before the meeting, collided on the first lap and retired unhurt. Aston went out with fuel pump trouble, and Montgomerie Charrington (Aston-Butterworth) moved up to third.

Two laps from the end, Charrington was comfortably in third place when he ran out of fuel, owing to flooding carburettors, and the Belgian motor cyclist, Marcel Masuy, moved into third position with a sports Veritas. The Connaught started the last lap with a 12 sec lead over the H.W.M., and a most convincing win appeared certain, but it was Frère who came over the line first, two lengths in front. Downing had eased up too much, and the Belgian set up a new lap record and passed the Connaught by surprise on the last bend.

The formula 3 race was run over eight laps, in which the star was S. Lewis-Evans (Cooper), who rose from 14th position on the first lap to first position on lap 6. André Loens (Kieft) had a commanding lead for two laps, but retired when his gear box mounting broke up, and Hutchison—a newcomer from Holland—was leading in his Beels from Lewis-Evans (senior) until he spun round

RESULTS

Formula 2: 22 laps, 150 miles.—1, H.W.M. (P. Frère), 1h 58m 48s, 90.21 m.p.h.; 2, Connaught (K. H. Downing), 1h 58m 49s; 3, Veritas (M. Masuy), 2 laps behind; 4, H.W.M. (de Tornaco); 5, Veritas (Legat); 6. **Fastest lap:** P. Frère, 4m 16s, 94.98 m.p.h. (new lap record).

Formula 3: 8 laps, 54 miles.—1, Cooper-Norton (S. Lewis-Evans), 40m 56s, 79.21 m.p.h.; 2, Cooper-Norton (J. Coombs), 41m 13s; 3, Cooper-J.A.P. (C. A. N. May), 41m 51s; 4, J.B.S.-Triumph (A. Moore), 42m 31s; 5, Cooper-Triumph (M. Lambert), 42m 57s; 6, Beels-J.A.P. (Hutchison), 43m 22s. **Fastest lap:** S. Lewis-Evans, 4m 55s, 82.45 m.p.h. (class record).

A SLIGHTLY inaccurate statement appeared in the report of the Lisbon Rally in last week's issue, to the effect that Mrs. Nancy Mitchell was the winner of the *Coupe des Dames*. In actual fact, the entrant and driver of the winning Jowett Javelin in this category was Mrs. Joyce Leavens, who had Mrs. Nancy Mitchell and Miss Elizabeth Lee Nozman as her co-drivers. Apologies—the transmission of copy over long distances sometimes contains unexpected booby-traps.

THE Ulster Trophy meeting at Dundrod tomorrow includes the formula 1 event, in which the B.R.M.s are faced with the opposition of Rosier's 4½-litre Ferrari, the Ferrari Thin Wall Special (which was to have been driven by Faglioli, but he unfortunately was seriously hurt in a crash at Monaco last Sunday), Bira's Osca, the Talbots of Etancelin, Claes and Cabantous, and various E.R.A.s and other cars. There are also a scratch race for cars up to 1,300 c.c. and a handicap event. At Monza on Sunday comes the G.P. of the Autodrome, with a good entry of formula 2 cars; rumour has it that the new Maseratis will appear in this event, but this is not certain.

The London Motor Club's Lawrence Cup Trial (postponed from May 25) will start from the cross roads, adjacent to Red Roads Hill, Bagshot Heath, Surrey, at 11 a.m. on Sunday (June 8). Also this weekend is tomorrow's Eight Clubs Silverstone race meeting, for which an excellent entry has been received. Interesting event in this meeting will be the one-hour high speed trial, in which the entry has been divided into classes, each with its own set average speed. Also in the programme are the usual short-distance scratch and handicap races for sports, racing and saloon cars. The meeting will start at 11.30 a.m.

CLUB NEWS

Singer O.C.—With a treasure hunt, *concours d'élégance*, and annual meeting all worked into eight hours, the club made a day of it on May 25. The treasure hunt was won by Tony Bennett (Le Mans 1½-litre), with Dick Ray (4AB roadster) as runner-up.

The three classes in the *concours* gave fading paintwork and dulling chromium a chance against post-war glitter. The class up to 1935 was taken by J. L. Williams with a well-preserved Le Mans 9 h.p. coupé, first taxed in 1934. The 1936 to '39 class had as its winner the immaculate 1939 roadster of M. Farage, and the post-war section was carried off by A. C. Wallbridge with a scarlet 1946 4A roadster which proudly defeated several later models.

At the a.g.m., K. D. McDowall was re-elected honorary secretary. His address is 1, Halesworth Road, Lewisham, London, S.E.13. It is hoped to increase membership in 1952, and to start different Singer centres to accommodate a scattered following.

IN BRIEF

Recent events won on Dunlop tyres include the Luxembourg Grand Prix, the 1,500 c.c. touring class of the Mille Miglia and the over 2,000 c.c. touring class, all four events in the International Trophy meeting at Silverstone, and the German Grand Prix.

Standard and Triumph service weeks are being held by County Motors (Carlisle), Ltd., 14a, Botchergate, Carlisle, July 21 to July 28, and by Cirencester Garage, Ltd., 7, Dyer Street, Cirencester, November 3 to November 8.

Part of the stock of Runbaken Electrical Products, 71-73a, Oxford Road, Manchester, 1, was destroyed by fire on May 23, but the company states that despatch delays are likely only with one or two small items.

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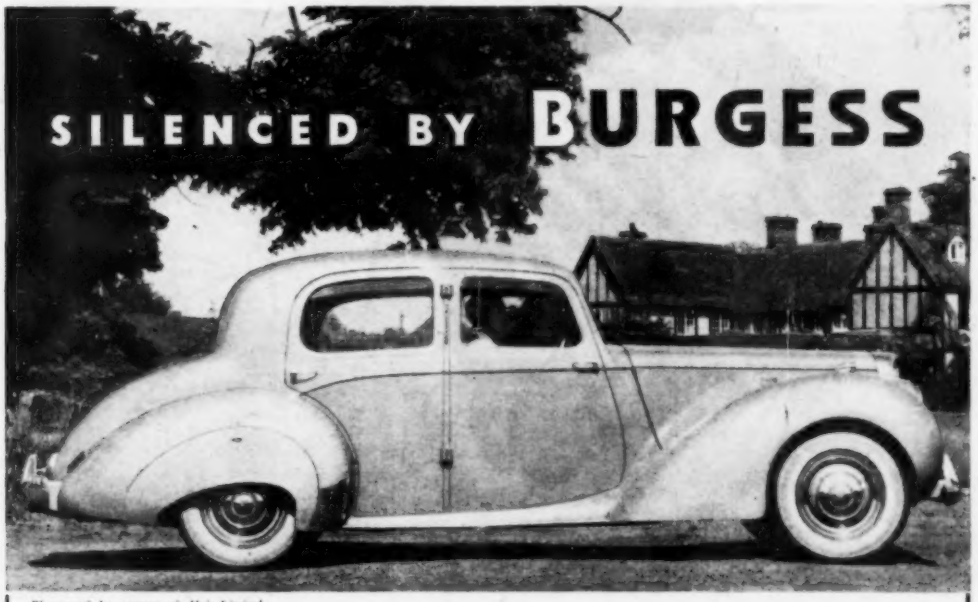

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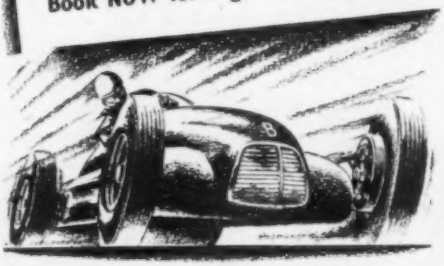

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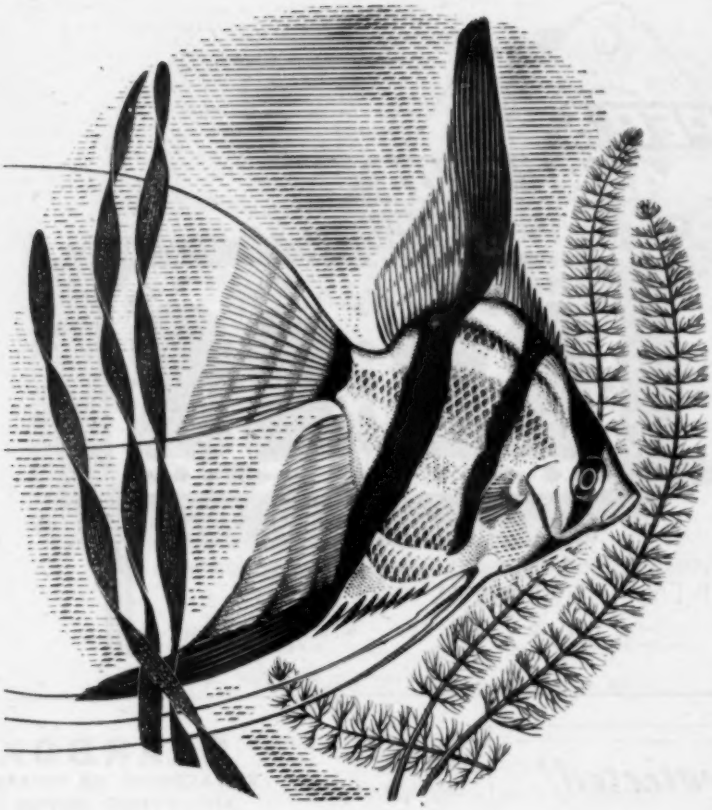

27 car manufacturers and pterophyllum eimekei

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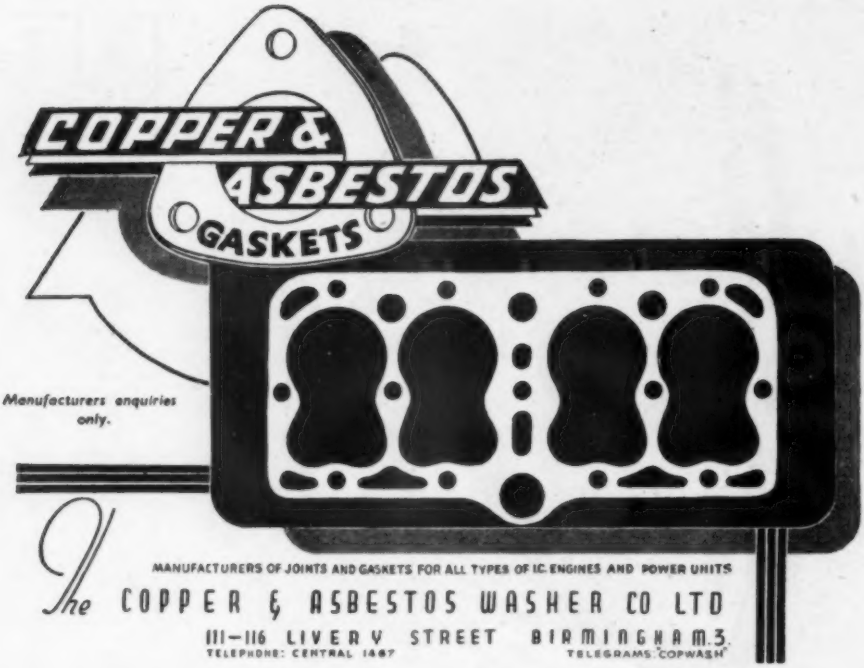

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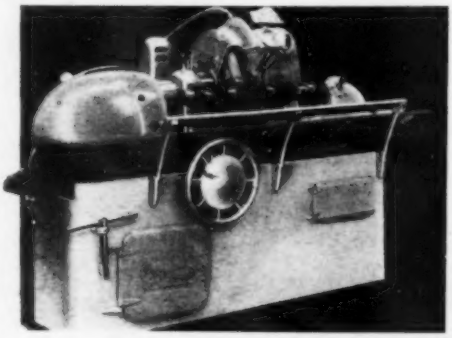

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1937 VAUXHALL 14 h.p. saloon	£350
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1947 HILLMAN 10 saloon, black, one owner	£535
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1939 JAGUAR 1½ saloon, beige	£535
1936 JAGUAR 15 h.p.	£285
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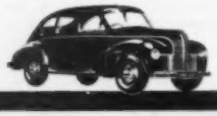

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1948	**FORD** Prefect saloon, leather	£595
1946	**HILLMAN** Minx saloon, recond. engine	£595
1948	**HILLMAN** Minx saloon, recond. engine	£695
1946	**JAGUAR** 1½-litre saloon, recond. engine	£695
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1947	**MORRIS** 8 saloon, as new...	£495
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1949	**STANDARD** Vanguard sal., spotless, radio and heater	£795
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1947	**MORRIS** 10 h.p. saloon de luxe	£550
1947	**RILEY** 1½-litre saloon de Luxe	£825
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1939	**DAIMLER** 2½-litre saloon de Luxe	£850
1939	**FORD** Prefect 10 saloon de Luxe	£365
1939	**FORD** Prefect 10 h.p. drophead foursome coupe	£395
1939	**LANCHESTER** 14 h.p. sports saloon	£450
1939	**WOLSELEY** 10 h.p. saloon de Luxe	£425
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1937 **MORRIS** 8 2-door d/l. saloon	£235
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1946 **FORD** Anglia, recon. eng.	£495
1947 **STANDARD** 8 2-door d/l. saloon	£495
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1938 **HILLMAN** Minx sports 4-seater	£395
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1950 **MORRIS** 8 h.p. tourer, mileage 12,000. Cash	£675	0	0
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1934 **MORRIS** 10 h.p. saloon. Cash	£195	0	0
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1947 **FORD** Mercury 33.5 h.p. 4-door saloon de luxe, 26,000 miles, r.h.d., black with brown hide interior, very nice condition, mechanically exceptional, just overhauled, new tyres, taxed year, very impressive and fine-looking car	£825
1948 (registered) **FORD** Mercury 33.5 h.p. sal. (ex-W.D.), r.h.d. (1943 model), good tyres, taxed year, in first-class mech. condition, good-looking car that requires re-spraying and tidying up inside	£395
1938 **BUICK** Century 36 h.p. 4-door saloon de luxe, in really first-class mechanical and body condition, black with cloth interior, a very fine car in exceptional condition throughout	£225

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1950 FORD Pilot Saloon	£925	1948 AUSTIN 16 Saloon	£775
1950 FORD Prefect Saloon	£745	1948 HILLMAN Minx Saloon	£725
1950 HILLMAN Minx Saloon	£925	1948 HUMBER Hawk Saloon	£895
1950 JAGUAR Mk. V Saloon	£1,675	1948 JAGUAR 3½ Saloon	£975
1950 MORRIS Oxford Saloon	£945	1948 MORRIS 8 4-door Saloon.....	£595
1950 ROVER 75—P.4 Saloon	£1,625	1948 M.G. 11 2-seater	£695
1950 TRIUMPH Mayflower Saloon ..	£945	1947 ARMSTRONG 16 Saloon	£845
1950 TRIUMPH Renown Saloon	£1,175	1947 AUSTIN 10 Saloon	£695
1950 LAND ROVER	£625	1947 AUSTIN 8 Saloon	£595
1949 ARMSTRONG Lancaster Saloon	£1,095	1947 HILLMAN Minx Saloon	£675
1949 AUSTIN A.40 Saloon	£845	1947 JAGUAR 3½ Saloon	£795
1949 HILLMAN Minx Saloon	£795	1947 ROVER 14 Saloon	£975

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A.C.

A.C. saloon, July, 1948, grey, excellent condition; £975, sacrifice.—Siddle, Derby Rd., Driffield, nr. Derby. (Driffield 2286.) [4250

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NAYLOR & ROOT, Ltd.—1950 A.C. saloon, lime green, fawn leather, radio, low mileage; £1,095; six months' guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [C5022

1150 gns.—A.C. March 1950, 2-litre Mark II Buckland Sports Tourer, cream, maroon leather, concealed hood, one careful owner, unmarked and in practically new condition, current list price; £1,950; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

ALFA-ROMEO

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

BARTLETT—Alfa-Romeo, finest selection always available.—27a, Pembridge Villas, W.11. [C1015

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Alfa-Romeo Cars Wanted

BARTLETT—the Alfa-Romeo Specialists.—27a, Pembridge Villas, W.11. [W1015

ROWLAND SMITH'S, the Alfa-Romeo buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Alfa-Romeo Spares and Service

THOMSON & TAYLOR (BROOKLANDS), Ltd., spares and service for Alfa-Romeo cars.—Brooklands Track, Weybridge. Byfleet 520. [0124

BEVERLEY MOTORS (proprietor N. H. Mann), Coombe Rd., New Malden, Surrey, are now producing special coachwork on Alfa-Romeo chassis to customers' requirements; example will be found in our showrooms. Tel. Malden 4405. [9686

ALLARD

DAGENHAM MOTORS, Ltd., offer the following cars:

1950 Allard saloon, blue, 13,000 miles; £1,095.

1948 Allard drop head coupe, blue, recon. engine; £795.

56 Park Lane, W.1. Regent 4866; 374, Ealing Rd., Alperton, Middx., Perivale 5388; and 8 & 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

GORDON CARS (LONDON), Ltd.—1950 Allard saloon; £986.

GORDON House, 373 Euston Rd., London, N.W.1. Euston 6611. [C2025

ALLARD 1948 4-str., enthusiast maintained; £555.—Braehead, Lansdown Rd., Abergavenny, Mon. Tel. 557. [4255

1948 Allard K 2-seater roadster, silver grey, 14,000 miles, genuine, immaculate; £650.—Knockholt 2151. [4149

BARTLETT.—Allard 1950 saloon, one owner, small mileage, £850; Allard 1949 drop head coupe, £685. 27a, Pembridge Villas, W.11. [C1013

NEW July, 1951, Allard saloon, colour blue, 6,000 miles, as new; best offer over £1,250.—Oke Bros., Ltd., Kingsbridge 2805, Devon. [3598

1948 Allard 4-seater sports tourer, red, as new; £685.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [C5037

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MOTORISTS!

ACCOMMODATION—HOTELS, GUEST HOUSES, ETC. FOR BUSINESS OR PLEASURE.

See page 82

ALLARD

POTTER & RICHARDS offer choice of three Allards (see under "Sports Cars").—35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

SEPTEMBER, 1951, Allard saloon, metallic grey with blue leather, excellent condition; £900.—Clarke's of Pirbright, Pirbright, Surrey. Tel. Brookwood 2201-2. [4056

£650.—1949 Allard 2-seater sports, Mercury engine twin carburettor, high compression head, exceptional condition throughout, supercharger optional.—Museum 2261. [5036

1949 Allard foursome drop head coupe, elegant black streamlined body, new tyres, many extras, very carefully maintained in 100% condition, inspection welcomed; £650 o.n.o.—Lomax, Elizabeth House, Havant, Hants. Tel. Havant 70. [4266

1195 gns.—Allard, December 1950, J2 competition sports 2-seater, red, red leather, actual Earls Court Show Ardun ohv engine, close ratio gear box, heavy duty clutch, coil spring suspension, De Dion rear axle, touring and racing windscreens, concealed hood, one owner, genuine 2,800 miles, unworn original tyres, completely unmarked and indistinguishable from brand new, current list price, £1,713; terms, exchanges.—Rowland Smith, below.

695 gns.—Allard, June 1948, sports 4-seater, metallic grey, fawn leather, concealed hood, specially tuned engine, very carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Allard Cars Wanted

BARTLETT—the Allard buyers.—27a, Pembridge Villas, W.11. [W1015

POTTER & RICHARDS, best Allard buyers.—35, Kinnerton St., Wilton Place, London S.W.1. Sloane 5424. [W3045

ALVIS

BROOKLANDS.

ALVIS distributors, new 3-litre for demonstration.

SELECTION of Alvis 14hp saloons and coupes, 1947-1950, from £850.

1952 Alvis 3-litre drop head coupe.

1951 Alvis 3-litre saloon.

1951 Alvis 14hp sports 2-str.

1950 Alvis 14hp saloon.

1949 Alvis 14hp saloon.

1948 Alvis 14hp coupe.

1948 Alvis 14hp saloon.

1948 Alvis 14hp utility.

ALVIS cars examined and approved by makers.

BUY or sell your car.

103 New Bond St., London, W.1. Mayfair 6351-6. [C1029

B. J. HUNTER, Ltd., offer:

1948 Alvis 14hp utility, very attractive body; £850.

1948 Alvis 14hp drop head foursome coupe, maintained regardless; £875.

B. J. HUNTER, Ltd., 28, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

ALVIS 12/60 tourer; £150, recent overhaul; full details.—Box 0002. [4144

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars."

£97.—Alvis coupe 16.9hp Silver Eagle, licensed till end of year, recently rewired, new battery, six tyres, two owners only.—Fla. 1603. [4073

1939 Alvis 12-70 sports saloon, 2,000 miles since complete engine, gear box overhaul.—Park Farm, Tilehurst, Reading. Tel. 67777. [4513

1949 14 saloon, maroon, beautifully maintained and equipped, professionally owned; £995, or exchange.—Parkers Ltd., Bradshawgate, Bolton. Tel. 4090. [4202

1949 Alvis drop head coupe, black, new black hood, heater, 16,000 miles only; £935.—Bells Service Garages, 144 London Rd., King-on-on-Thames. Kingstgh 1195. [C1016

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ALVIS

38000 miles only Alvis Speed 25 saloon, 1937, black with fawn leather, most carefully driven and maintained an exceptional car; £495. JAMES H. GALT, Ltd., Alvis Distributors for Scotland, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598-9. [4175

1948 14hp drop head coupe, maroon, registered October, one owner, radio and other extras; £800, or exchange.—Parkers, Ltd., 176, Deansgate, Manchester. Dea. 4507. [4201

1937 Alvis Speed 25 sports saloon, very fast and in excellent condition mechanically, engine result 9,000 miles ago; owner sorry to part with this car, but is going overseas; offers over £500.—Box 0603. [4151

LANCASHIRE and Cheshire sales service and spares specialists.—Parkers (Manchester and Bolton), Ltd., Bradshawgate, Bolton (Tel. 4080), and 176, Deansgate, Manchester (Tel. Deansgate 4507). [0369

ALVIS Speed 25 drop head coupe, dual grey with grey leather upholstery, one owner since new, in very good condition, first registered 21/5/39, price £725.—Vincents of Reading, Ltd., Station Sq., Reading. Tel. 4204. [4046

12/70 Alvis drop head foursome coupe, registered Jan., 1939, a faultless runner, smart appearance, excellent tyres, taxed, a most-sought-after vehicle; £465.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1951 Alvis 3-litre drop head coupe, by Tickford, finished black with fawn leather upholstery, fitted with heater, total mileage only 5,000, B.M.T.A. permission to sell at controlled price.—James H. Galt, Ltd., Alvis Distributors for Scotland, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [3255

1949 Alvis 14 saloon, finished in black with fawn leather upholstery, fitted with heater; a carefully used one-owner car, in excellent condition; £1,275.—James H. Galt, Ltd., Alvis Distributors for Scotland, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [3255

1936 Alvis 16.95hp 4-light sportsman saloon, in immaculate condition, red leather, overhauled by Alvis, resleeved standard pistons, fog lamp, Windtones, etc., etc., cellulose excellent, all tyres excellent; approx. 50,000 miles; £325.—Private Tel. Beckenham 2477. [4317

ALVIS 3½-litre 1936 Mulliner sports saloon; cost over £1,200; superb condition throughout; engine overhaul just completed; over £200 spent recently; black with blue leather, fitted with 1952 radio, Lucas P.100's, twin passlamps, twin horns, demister, tele-control shock absorbers, automatic lubrication, etc.; managing director's personal motor car; £425.—330, Norbury Ave., London, S.W.16. Pollards 6096. [4330

ALTON GARAGE have most Alvis models at drastic reductions in price, from as little as £60 (12/40 tourer); £125, 12/50 2-seater and dicker; £135 16/95 open tourer; £190, 12hp Firefly sports saloon, manual gear box; £265, 1937 17 sports saloon; £350, Speed 20 sports saloon; £450, 12/70 1938 sports saloon; immediate hire purchase and insurance.—17/19, Brooks Mews North, Craven Rd., W.2. Paddington 3952. [C1007

Alvis Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Alvis buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0914

S. F. ERSKINE & SONS, Alvis distributors of Woking, invite details of late models for disposal.—Woking 550. [0697

CHARLES FOLLETT, Ltd., buy good late model cars. —18, Berkeley St., W.1. May. 6226. Service Works and Stores: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0590

Alvis Spares and Service

SERVICE and spares for Alvis cars.

ALVIS, Ltd., Service Station, 352, Finchley Rd., London, N.W.3. Tel. Speedwell 6762-3-4. 'Grams. Alvicar, Ocid, London.

AND at Alvis Ltd., Service Station, Holyhead Rd., Coventry. Tel. 5501. 'Grams, Alvis, Coventry.

CHARLES FOLLETT, Ltd., Alvis specialists.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.2. Tel. Cunningham 5936-7-8. [0591

DISMANTLING Alvis 20, 1935 and 17hp 1936 and 1934.—Motolympia, Welshpool (Tel. Oswestry 480). [0625

KINGSTON-ON-THAMES.—Sales, Service and Spares. —G. W. Wilkin, Ltd., Weston Park, and 94, Eden St., Kingston 2241. [0678

ALVIS repairers and spares specialists.—A. Freeman, Ltd., Grosvenor Garage, Burnace Lane, Manchester, 19. Rus. 2674-5. [0653

AMERICAN CARS

OVERSEAS CARS, Ltd.

1947 Ford V.8 de luxe sedan, grey, grey cloth, 23,222 miles; £775.

1947 Studebaker Champion saloon, recently resprayed, grey, fawn cloth, 19,809 miles, very attractive car, perfect condition; offers.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C3051

1947 Hudson Super Six saloon, 34,000 miles, 21 mpg; £795.—Box 0586. [4121

PRIVATELY owned Studebaker Commander convertible coupe, 1948, right-hand steering, electric hood, Philco radio, hill-holder, finished medium blue, total mileage 16,000, used only about 3 months per year, owner being overseas; this car will clock 100 mph and don 20 mpg, cost nearly double the price of the saloon model, a beautiful and most exclusive car; price £2,000. To be sold on behalf of owner by—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mon. 4444. [C2021

AMERICAN CARS

SIMPSON'S MOTORS offer:—

1948 Buick convertible, all extras, loose covers, black.

1949 Chevrolet 2-door, all extras, loose covers.

1948 Dodge, right-hand drive, all extras, black.

1948 Ford Mercury, all extras, right-hand drive, black.

1950 (first reg.) Plymouth coupe, all extras.

1949 Pontiac, hydramatic drive, all extras.

1949 Oldsmobile, all extras, black.

1950 Ford Six, excellent condition, cream.

1949 Studebaker Champion, fitted with overdrive.

1950 Studebaker Champion, right-hand drive, all extras, grey.

1951 Ford Customs Six, all extras, white-wall tyres.

1949 Buick convertible, all extras.

1939 Cadillac, radio, heater, loose covers, right-hand drive.

1947 Ford V.8 (American), right-hand drive, radio, heater.

1949 Chevrolet, all extras (choice of three).

1951 Chevrolet, all extras, 900 miles only.

1949 Oldsmobile hydramatic drive, all extras.

1949 Ford Customs, all extras.

1949 (first reg.) Frazer, all extras.

1947 Lincoln-Zephyr, with extras.

1946 Ford V.8, as new, all extras.

1950 Buick Special, all extras.

1950 (first reg.) Nash Model 600, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

CAMDEN MOTORS offer the following post-war American cars, all guaranteed in writing:—

1949 Ford Custom 6-seater sln., overdrive, etc.

1947 Ford V.8 (American) right-hand drive sln.

1948 Oldsmobile Six saloon, hydramatic drive.

1948 Pontiac Streamliner 6-str. sln., one owner.

1948 Plymouth Special Six de luxe saloon.

1947 Packard Clipper 4-dr. sln., overdrive.

1949 Mercury 6-seater drop head coupe, electric hood, overdrive.

1950 Chevrolet Stylemaster sln., 3,500 miles.

1947 Chevrolet Fleetmaster sln., immaculate.

1948 Buick Roadmaster drop head coupe.

1946 Buick Special 8 saloon, all extras.

1946 Buick Super 8 foursome drop head.

1949 Buick Super 8 sln., one owner.

1949 Buick Super 8 6-seater drop head coupe, electric hood, 16,000 miles.

FOR full details and prices see under Classified Advertisements, or write, call or 'phone

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel 2041 (5 lines). [C1035

American Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the American car buyers. Wembley 8691/3903. [0547

ARMSTRONG SIDDELEY

BROOKLANDS.

1949 Armstrong Siddeley Lancaster saloon, overhauled and passed by makers.

103 New Bond St., London, W.1. Mayfair 6351-6. [C1029

CAR MART LTD.

1950 (Dec.) Armstrong Siddeley 18hp Hurricane drop head coupe, 12,000 miles; £1,195.—Car Mart Ltd., 320 Euston Rd., N.W.1. Euston 1212. [C1039

RUSSELL MOTORS offer:—

1950 18hp Armstrong Siddeley Lancaster saloon, 11,000 miles only, any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9286. [C3060

TOM GARNER, Ltd., offer:—

1949 Armstrong Siddeley Lancaster saloon, black with green leather, radio, heater, 16,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2020

WARWICK WRIGHT, Ltd., offer:—

1950 Armstrong Siddeley Whitley saloon, black, beige leather, radio, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

CHARLES RICKARDS, Ltd., offer:—

1948 Armstrong Siddeley Typhoon sports saloon, one careful owner since new, beige, serviced by makers, 25,000 miles; offered at the very competitive price of £790.

ALSO a good selection of genuine low mileage cars, offered with our 3 months' guarantee.

56 Bayswater Rd., W.2 (next door Lancaster Gate Tube Station, 5 minutes from Marble Arch). Pad. 1820. [C5050

ARMSTRONG SIDDELEY

GORDON CARS (LONDON), Ltd.—1950 Armstrong Hurricane coupe; £1,195.

GORDON CARS (LONDON), Ltd.—1947 Armstrong Hurricane coupe; £725.

GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2023

£125 o.n.o.—Armstrong 20, 7-seater limousine, 1954, excellent condition.—Tudor 1394. [4141

1949—50 Armstrong Typhoon saloon, black, fitted radio, 9,000 miles, in new condition throughout; £945.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C3004

ARMSTRONG 15hp, 1953, new battery, tyres, pre-selector, 25mpg; bargain; trial.—34, Clydesdale Rd., Romford. [4240

1937 Armstrong 26hp touring saloon; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8.

ARMSTRONG SIDDELEY Whitley saloon, 1952, brand new, unregistered; list price.—Royston Motor Co., Ltd., Royston, Herts. Tel. 2148. [4349

£895.—1949 (April) Armstrong Siddeley Typhoon, black, brown leather, normal gear box, one owner, low mileage.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Denham 2266. [C1070

1947 Armstrong Hurricane drop head foursome coupe, very clean condition; £775.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

CAMDEN MOTORS.—Armstrong Siddeley 17hp Hurricane foursome drop head coupe, 1950 (April), blue, blue leather, fitted radio and heater, unblemished condition, tiny mileage only; £995.

CAMDEN MOTORS.—Armstrong Siddeley 18hp Whitley saloon, 1950, black, brown leather, fitted radio and heater, 14,000 recorded miles only, very late registration, indistinguishable from new; £1,295.

CAMDEN MOTORS.—Armstrong Siddeley 17hp 7-passenger limousine, 1939 (December), excellent black coachwork, face forward occasionals, ideal hire car for discerning operator with an eye to running costs; £495.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [C1035

750 gns.—Armstrong Siddeley, September 1947, Typhoon sports saloon, black, maroon leather, manual gear change, radio, heater, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

575 gns.—Armstrong Siddeley, June 1946, Hurricane foursome drop head coupe, fawn, brown leather, manual gear change, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

ARMSTRONG SIDDELEY 1938 17hp saloon, black with brown hide upholstery, one family ownership, laid up throughout war, genuine mileage 25,000, carefully serviced and maintained and in beautiful condition, taxed end of year; private sale, offers.—Box 0616. [4247

A & S Limousine, 1939, 17hp, partition, forward occasionals, black, magnificent condition, bargain value. Seen:—

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [C1006

Armstrong Siddeley Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Armstrong Siddeley cars.—320, Euston Rd., N.W.1. Euston 1212. [0171

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Armstrong buyers.—Hampstead High St. (Hamp. Tube). Ham. 6041. [0916

ANY post-war Armstrong Siddeley wanted.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [W1058

MARSTON MOTOR Co., Ltd., for your Armstrong Siddeley.—Tel. Sta. 6000. Seven Sisters Rd., Tottenham, N.15. [0185

HENLY'S, Ltd., wish to purchase first-class carefully used Armstrong Siddeley cars.—1-5, Peter St., Manchester. Tel. Blackfriars 7945. [0801

PASS & JOYCE, Ltd., London and District distributors, wish to purchase carefully used post-war Armstrong Siddeley cars.—184, Gt. Portland St., W.1. Museum 1001. [0385

Armstrong Siddeley Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes; exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0235

ARCOT ENGINEERING preselector gear boxes exchange and repairs.

ARMSTRONG SIDDELEY Owners.—Complete overhauls service and repairs by our highly skilled and specialist mechanics in our modern well-equipped workshops.

ARCOT ENGINEERING, Ltd., 169, Fulham Rd., S.W.3. Write, call or 'phone Kensington 7301. [0644

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0145

DISMANTLING 1938 14hp, also 1937 1954/5 15hp, also 1931.—Motolympia, Welshpool. Tel. Oswestry 480. [0424

BIRMINGHAM joint distributors, spare parts from 1952.—Frank Moseley (A.S. & S.), Ltd., the Depot, Steward St., Birmingham, 18. Ed. 0916. [0545

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Armstrong Siddeley Spares and Service

A LARGE stock of spares for the above cars always available.—Pass & Joyce, Ltd., London distributors, Works, Hawley Crescent, Camden Town. Tel. Gul. 4141.

HENLY'S, Ltd., Cheetham Hill Rd., Manchester, 8, have large stocks of spares; reconditioning of cars and preselector gear boxes undertaken.—Tel. Deansgate 6216. [0602

CENTRAL GARAGE, Croydon, distributors for Armstrong Siddeley cars, sales, spares and servicing, complete overhauls, mechanical or coachwork.—Central Garage, Tel. Cro. 7464. [S1042

ASTON MARTIN

BROOKLANDS.

ASTON MARTIN distributors.

NEW 2.6-litre for demonstration.

BUY or sell your car.

103 New Bond St., London, W.1. Mayfair 6551-6. [C1029

1937 Aston Martin 2-litre saloon, exchanged engine; £550, o.n.o.—Porter-Hargreaves, Kingsley, Meins Rd., Blackburn 6980, at work 5217. [4159

1934 Aston Martin short chassis Le Mans, exceptional condition; £350, or might consider exchange smaller sports car, Morgan, etc.—Details Box 0629. [4325

ASTON MARTIN Mark II 2-4-seater, immaculate condition, enthusiast owned and maintained, small mileage; £475.—Hopkinson, 30, East Park Parade, Northampton. 1743. [4259

Aston Martin Cars Wanted

ASTON MARTIN cars wanted for cash; full details.—Friary Motors, Ltd., Old Windsor. Windsor 2002-3.

ROWLAND SMITH'S, the Aston Martin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0917

Aston Martin Spares and Service

FRIARY MOTORS, Ltd.

SOLE suppliers of spares for all Aston Martin cars produced up to 1940; specialised servicing facilities; 2-litre reconditioned engines available.—Straight Rd., Old Windsor. Tel. Windsor 2002-3. [0198

AUSTIN SEVEN

DICKS.

1939 Austin 7 saloon, choice of two; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

1938 Austin Big 7 4 door saloon, exceptionally good condition; £295.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

195gns.—Austin 7, 1936, Ruby de luxe saloon, dark blue, sliding head, blue leather, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

Austin Seven Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

AUSTIN 7 saloon, urgently required, prompt cash.—K.L. Service Station, Kingston Vale, S.W.15. Kingston 3333. [W4060

AUSTIN EIGHT

B. J. HUNTER, Ltd., offer:—

1947 Austin 8 saloon, really as new; £550.—Below.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

GATEHOUSE MOTORS offer:—

1939 Austin 8 saloon, in excellent condition, new engine fitted; £350.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

1947 (Aug.) 8hp sun roof saloon, black/brown, really excellent condition; £520.

H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1947 Austin 8 4-door saloon de luxe, extremely nice condition throughout; £485.

COLE'S GARAGES, Worple Rd., Wimbledon, London, S.W.19. Tel. Wimbledon 0195-6. [C1054

£545.—(1) Austin 8hp saloon de luxe, 1947, blue, blue leather interior, sun roof, fastidiously cared and maintained.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges, free delivery; showrooms open till 8 p.m. Monday Saturday. [C1035

1947 Austin 8, new condition throughout, owner maintained from new; £500.—Brooks, 26, Highview Ave., Grays, Tilbury 4029. [4508

1947 Austin 8hp de luxe saloon, black, brown leather, radio, in exceptional condition, very clean, any inspection invited, 3 months' guarantee; £595 o.n.o.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

395gns.—Austin 8, Jan. 1946, 5-seater shooting brake, coachbuilt natural timber body, glass all round, removable seats, rear entrance, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

295gns.—Austin 8, April 1939, saloon, black, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4015

Austin Eight Cars Wanted

CMT

THE CAR MART, Ltd., London distributors wish to purchase Austin 8 cars.—297, Euston Rd., N.W.1. Euston 1212. [0952

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FERRARIS OF CRICKLEWOOD buy Austin 8 post-war saloons; H.P. settled; drive in, write or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. Open to 7 p.m. week-days. [W2008

AUSTIN TEN

GEG

GEOFFREY EDWARDS, Ltd., offer:—

519gns.—1947 Austin 10, black, brown leather, loose covers, fantastic condition, absolutely indistinguishable new; hire purchase, part exchanges.—Amesbury Lane, Harpenden, Herts. Tel. 119. [C2000

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1935-6 Austin 10-4 drop head foursome coupe, finished silver metallic, new black hood, very clean leather interior, 5 excellent tyres, sound mechanical order, taxed; 210gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C4047

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1939 Austin 10-4 Cambridge de luxe 4-door sun saloon, black with brown leather upholstery, really clean and beautifully maintained, very sound mechanically, an excellent example of this popular model; 375gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors, part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6, Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line, 150 yards). [C4047

BLUE STAR GARAGES, Ltd., offer:—

AUSTIN 10s for sale; 1936 cabriolet, £250; 1936 saloon, £250; in good order.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4051

WELL HALL ROAD GARAGE offer:—

1946 Austin 10, 2 owners, reconditioned engine, new brakes, immaculate; 3 months' guarantee; £550.

WELL HALL ROAD GARAGE, Well Hall Rd., S.E.9. Elt. 3834. [C4010

1940 series Austin 10 de luxe saloon; £450.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3025

1947 Austin 10 saloon, black, spotless condition; £565.

WADCOL MOTORS,—150-6, West End Lane, N.W.6. Hampstead 1177. [C4040

1939 Austin 10 saloon, black, in excellent order throughout; £435.

LYNE, FRANK de WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [C2059

£545.—Austin 10 saloon, 1946, black, very good car at bargain price.

STARNES MOTORS, 103, The Broadway, Cricklewood, N.W.2. Gladstone 2480. [3542

CLIFTON 1936 two-seat and dickey, fine fettle throughout; £185.—Worthing 4655. [4285

1938 Austin 10, drop head, special body, black, green leather, all new tyres; gift at £325.

DOUGLAS CAR SALES, 606/622, Great Cambridge Rd., Enfield. Tel. Enfield 3150. [C1075

1947 Austin 10hp de luxe saloon, black, brown leather, radio, any inspection invited; £650 o.n.o.

TRINITY CARS, Ltd., 94, North Side, Wandsworth Common, S.W.18. Vandyke 1166. [C4034

1936 Austin 10 saloon, black, maroon leather, one owner since new, beautiful condition throughout.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [4000

£199.—1936 Austin 10 de luxe saloon, excellent and sound condition throughout; really bargain price.—Below.

£333.—1937-8 Cambridge de luxe saloon, magnificent bodywork and excellent mechanically; choice 3 others; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

£385.—1939 Austin 10hp saloon de luxe, blue.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

1943 Austin 10 saloon, not ex-Govt. vehicle but exactly similar in appearance to post-war model, excellent order, 3 months' guarantee; £485.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6296 (5 lines). [C1061

AUSTIN TEN

AUSTIN 10 saloon, one owner, very carefully serviced since June, 1947, 35,000, superb condition, re-tyred, new battery, many extras; £675.—Ringwood 351. [4117

1947—48 10hp Austin, immaculate in appearance, excellent mechanical order; £625.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

1947 Austin 10, one owner, black/brown leather, immaculate paint, excellent mechanically; £625.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

1935 Austin 10 Lichfield saloon, one owner since 1936, maintained exclusively by ourselves mechanical condition guaranteed, an exceptional smart car; £295.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5573. [C3005

495gns.—Austin 10, 1946, de luxe 4-door saloon, black, sliding head, brown leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith.—Below.

345gns.—Austin 10, July 1936, Cambridge de luxe 4-door saloon, black, sliding head, green leather, one owner, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

AUSTIN 10hp black Cambridge saloon 1939 (res. November, 1938), receipts available for recent reconditioning of engine, clutch, gearbox, carburettor, brake drums/linkage, starter and dynamo rewired; comprehensively insured May, 1953; nice appearance, fair tyres; close offer to £400.—Scott 34, Cliffe Ave., Margate, Kent. [4514

Austin Ten Cars Wanted

CMT

THE CAR MART, Ltd., London distributors, wish to purchase Austin 10 cars.—197, Euston Rd., N.W.1. Euston 1212. [0955

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0920

FERRARIS OF CRICKLEWOOD buy Austin 10 saloons, 1939 or post-war; H.P. settled; drive in, write or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. Open to 7 p.m. week-days. [W2008

AUSTIN A40

CAR MART LTD.

LONDON Distributors

1950 Austin A40 saloon, radio, heater, 5,000 miles; £1,050.—Car Mart Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

ROUNDABOUT offer:—

1949 Austin A40 saloon; £785.

ROUNDABOUT GARAGE, Ltd., Western Ave., Greenford, Middlesex. Waxlow 1071-5. [C3056

RUSSELL MOTORS offer:—

1949 Austin A40 Devon, radio and heater, moderate mileage; any trial or examination.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., W.1. Tel. Sloane 9288. [C3080

B. J. HUNTER, Ltd., offer:—

1949 A40 saloon, special export model; £725.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A40 saloon, black with beige upholstery, heater, recorded mileage 9,500; £925.

836—842, High Rd., N.12. Hillside 0024. [C2027

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A40 saloon, grey, blue leather 9,000

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

WANSTEAD MOTORS, Ltd., offer:—

1949 A40, black, 26,000 miles; £695.

WANSTEAD MOTORS, Ltd. Cambridge Park, E.11. Wanstead 1000. [C4042

1949 Austin A40 4-door saloon, 12,000 miles, immaculate condition; £795.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

AUSTIN A40, green, with heater, £760; on view till 5 p.m.—109, New King's Rd., Fulham. Ren. 1625. [4060

1949 (November) Austin A40, one owner, low mileage, original tyres, perfect; £890; h.p. terms arranged.

TEE GREEN MOTORS, 343-5, Lee High Rd., S.E.12. Tel. Lee Green 0864. [C2026

1948 (Oct.) Austin A40 Dorset saloon, one owner, sliding roof, very carefully used, guaranteed; £750.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

1950 Austin A40 Devon saloon, heater, 3 months' guarantee; £895.—Lawton-Goodman, 36, North Audley St., W.1. [C2022

1949 Austin A40 sun saloon, 14,000, taxed, as new; £750.—Bruce France, 8a, Cromwell Mews, South Kensington. Fla. 0513. [C2014

AUSTIN A40 Devon, Sept., '48, l.h. drive, heater, semi-cellulosed, rebored, new tyres, battery; £680.—Box 1294, 19, Wellgarth Rd., N.W.11. [4546

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A40

1949 Austin A40 saloon, small mileage; £845.—Barnes Garage, 315, Finchley Rd., Hampstead N.W.3. Ham. 2221. Mai. 1627. [C1012

1949 Austin A40 saloon, blue, sunroof, heater, cloth covers, mod. mileage, impeccable condition, one owner; £795.—Edgware 4437. [4304

1950 (Dec.) Austin A40 green saloon, leather upholstery, radio, heater, sunshine roof, spare unused, perfect condition; £895.—Box 0621. [4254

1950 (Jan.) Austin A40 Devon sun saloon, black, leather upholstery, heater, low mileage, one private owner, taxed December; £925; trade enquiries welcomed.

MOTOURISTS (LONDON), Ltd., Great North Rd., East Finchley Station, N.2. Tudor 2301-2. [C3018

1950 Austin A40 saloon, radio and heater, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1948 (Nov.) Austin A40 Dorset saloon, in excellent condition throughout, exceptional value; £650.—Wembley Court Motors, High Rd., Wembley, Wembley 0866. [C4050

750 gns.—Austin A40, February 1949, Devon 4-door saloon, blue, fawn leather, small mileage, carefully used, excellent condition; terms, exchanges.—Rowland Smith.—Below.

645 gns.—Austin A40, July 1948, Dorset saloon, Portland grey, brown leather, radio, heater, one owner, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£695 or nearest.—A40, fitted radio and heater, a beautifully maintained car in showroom condition, low mileage; seen week-ends.—4, Tavistock Gardens, Tavistock Rd., Croydon. [4277

1952 convertible A40, cream, resprayed, red wheels, rimbellishers and other extras; very smart car; negligible mileage; list price; subject B.M.T.A. consent.—Tel. East Horsley 2824. [4319

1949 Austin A40 saloon, blue, sliding roof, radio and heater, exceptionally well maintained by one owner; £810.—Vandervells (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

Austin A40 Cars Wanted

THE CAR MART, Ltd., AUSTIN cars REQUIRED immediately.

MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. [0997

ROWLAND SMITH'S.

ROWLAND SMITH'S the Austin buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0912

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W5044

AS new post-war Austin A40 required.—30, Ryecroft Rd., S.W.16. Tulse Hill 2768 (day). [0725

AUSTIN A40 cars wanted.—Motourists (London), Ltd., are immediate cash buyers of A40s with 10hp saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0704

AUSTIN TWELVE

DICKS.

1937 Austin 12 saloon, very superior condition; £550.

DICKS CAR SALES, Ltd., 585-401, High Rd., Kilburn, Maida Vale 6888-9. [C1072

1939 Austin 12/4 convertible saloon, bargain; £595.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [C1011

£425.—Austin 12/4 1940 4-door saloon, excellent original condition throughout, leather, sliding roof; many others.

BENMOTORS.—1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. (Open Mon. to Sat., 9-6, 150 yards Holland Park Tube.) [C1017

AUSTIN 12 (1939) saloon, sliding roof, new parts and additions, mechanically very sound, good appearance, one owner, inspection invited, no dealers.—Box 0548. [4075

1946 (November) Austin 12 saloon, black, brown leather, sun roof, well maintained, taxed, one owner, £550.—Wood, 6, South Rd., Southall, Middx. Southall 1729. [5959

£235 !!!—1937 Austin 12 saloon, good runner, remarkable value at this new low price.—Northern Motors of Harrow, 186, 194, Pinner Rd., Harrow 4444/4694. [C5025

£435 !—1939 Austin 12/4 de luxe saloon, immaculate, late blue cellulose and interior make this vehicle outstanding; choice 2 others; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

£375 !—1939 Austin Ascot 12/4 de luxe saloon, recent extensive overhaul, nice interior, original cellulose.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

AUSTIN TWELVE

1939 Austin 12/4 de luxe saloon, black, brown leather, excellent throughout, consider £200 or cheaper car and 18 monthly instalments £9/10.—7, Radcliffe Rd., Croydon 1503 any time. [C2041

595 gns.—Austin 12, 1947, 4-door saloon, black, brown leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Austin Twelve Cars Wanted

CMT

THE CAR MART, Ltd., London distributors wish to purchase Austin 12 cars.—297, Euston Rd., N.W.1. Euston 1212. [0954

ROWLAND SMITH'S the Austin buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0921

1937 !—8-9 Austin 12 saloons and limousines wanted.—Motourists (London), Ltd., East Finchley Station, N.2. Tudor 2301-2. [0094

AUSTIN SIXTEEN

CAR MART LTD.

LONDON Distributors

1948 Austin 16hp saloon, heater, 19,000 miles; £750.—Car Mart Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

RUSSELL MOTORS offer:—

1947 (December) Austin 16 saloon, moderate mileage, excellent throughout.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

GUY ALFREDS & Co., offer:—

1949 Austin 16, black/brown, very fine order, end of financial year, to clear; £715.—6-7, Warren St., W.1. Euston 3266. [C1005

GATEHOUSE MOTORS offer:—

1936 Austin 16 saloon, long chassis, in immaculate condition; £275.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1948 Austin 16, colour grey, brown cloth and leather interior, excellent condition throughout; £925.—D. J. Shepherd & Co. (Enfield), Ltd., 456, Hertford Rd., Enfield. Howard 1631. [C4009

1938 Austin 16 saloon, taxed; £250.—F. Barrett, Thaxted, Essex. Tel. 354. [4276

1938 Austin 16, good condition; £325.—Salcott Motors, 1a, Salcott Rd., S.W.11. Bat. 1187.

1946 Austin 16 de luxe saloon, black (choice 2); £550.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4725. [C1011

1948 Austin 16 saloon, chauffeur maintained.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1948 Austin 16, sun roof, heater, showroom condition; £850.—Group Capt. Harston, R.A.F., Mildenhall, Suffolk. [4245

1949 Austin 16, dark blue, brown hide, radio, heater, tailored seat covers, genuine 14,000 miles, almost as new.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [2518

1948 Austin 16 saloon, new engine, excellent condition.—Herbert & Mills, Ltd., 75, Gt. Portland St., W.1. Langham 5506-7. [C2056

1949 Austin 16, 12,000, sliding head saloon, radio, heater, perfect condition; reason sale, new delivery; nearest £675.—Tudor 7016. [4123

1949 Austin 16, green, brown upholstery, in as new condition, 16,000 miles, privately owned, taxed to December; £672, no dealers.—Day Park 5671, evenings Per 2407 [C5027

£595 !—1946 (Oct.) Austin 16hp saloon, two owners, 27,000 miles only, black/brown.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

695 gns.—Austin 16, 1949, de luxe saloon, grey, sliding head, one owner, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

HIRE limousine 1951, partition, forward occasionals, leather, low mileage, bargain value.

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Sixteen Cars Wanted

THE CAR MART, Ltd. AUSTIN cars REQUIRED immediately.

MAKE your enquiries to AUSTIN House, 297, Euston ROAD, London, N.W.1. TELEPHONE: Euston 1212. [0995

Austin Sixteen Cars Wanted

AUSTIN 16 1948 and 1949 saloons wanted.—Motourists, East Finchley Station, Tudor 2301. [0703

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube), Hampstead 6041. [0922

HIRE Limousine 1949/1951 required, please send full details and price.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

AUSTIN A70 & A90

ACRES offer:—

1950 (late) Austin A70 saloon, finished in black with light fawn upholstery, heater, radio, taxed, beautifully kept and maintained by extremely careful owner and in truly magnificent condition throughout; our price £950.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

CAR MART LTD.

LONDON Distributors

1950 Austin A70 saloon, heater, 5,000 miles; £1,075.

1951 Austin A90 saloon, 5,000 miles; £1,250; B.M.T.A. consent; balance of covenant to be signed.—Car Mart Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1039

H. A. SAUNDERS, Ltd., offer:—

1950 Austin A70 saloon, fawn with brown interior, radio, heater, recorded mileage 9,500; £995.

836—842, High Rd., N.12. Hillside 0024. [C2027

WARWICK WRIGHT, Ltd., offer:—

1950 Austin A70 saloon, black, brown leather, 8,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

GUY SALMON AUTOMOBILES offer:—

1951 (December) Austin A90 saloon, 2,000 miles (subject to balance of B.M.T.A. covenant), current list price.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3.

AUSTIN A30 convertible 1950 (Nov.), black; £975.—Hatch End 909. [4320

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:

AUSTIN A70 saloon, registered 1949, finished green, beige leather, immaculate. [C1001

AUSTIN A90 convertible, ming blue, black hood (power), 1,000 miles only guaranteed.—Offers to Box 0635. [4359

1950 Austin A70 saloon, blue, blue hide, radio, heater, sliding roof, genuine 11,000 miles, one owner.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [9605

AUSTIN A90 saloon, 9,000 miles, grey, radio, heater, mats, seat covers, July, 1951, B.M.T.A. permission.—Sanderstead 2241. [6970

1950 (Nov.) Austin A70 saloon, grey; £850.—Jack Olding & Co., Ltd., 8-10, North Audley St., W.1. Mayfair 5242. [C3080

AUSTIN A70, 1949, grey, 23,000 miles; one owner, new tyres, wireless, heater, etc.; £975.—Tel. Keystone 3986 or Loughton 3587. [4326

1950 November, black A70 sun saloon, brown leather, heater, radio, low mileage; £995; seen London.—Box 0625. [4264

1950 Austin A70 sunshine saloon, black, 12,000 miles; £975.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

1950 A90 drop head coupe, green, beige leather, one owner, £695.—Woking Motors (Mayfair) Hill, Ltd., Woking 1926. [C4057

1949 A70 saloon, 29,000 miles guaranteed; £795.—R. C. Mortlake, 255, Kessal Rd., London, W.10. Ledbroke 3155, after 6.30 Arnold 4604. [C5017

1950 Austin A90 convertible, black, all-electric, radio, 9,000 miles, spare unused.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 5066. [C1076

A SUPERB 1950 A70, brown, one private owner, radio, heater, air conditioned, spotlamp, etc., 10,000 odd miles, spare unused taxed December; £975.—Euston 2700. [C5059

£1175—1951 (July) Austin Atlantic saloon, grey, 6,900 miles, B.M.T.A. permission; terms arranged.—Treleaven, Dunwell, Uphorough, Devon. Modbury 220. [5946

1951 (October) A90 saloon, black, ivory leather, 1,500 miles, taxed one quarter, absolutely free of covenant, offers.—Igloo, Ltd., Cunliffe Rd., Blackpool. Tel. 24137. [4188

1950 Austin A70 saloon, one owner, finished brown, excellent throughout; £975.—Bells Service Garages, 123, London Rd., Kingston-on-Thames. Kingston 1165. [C1016

COMPLETE Austin A90 body, 1950, power hood, windows, heater, radio, upholstery, instruments, just as removed from chassis, hard top fitted; £450; buyer collect, Birmingham.—Shirley 1562. [4341

AUSTIN A90 saloon April, '52, black, red hide, radio, 700 miles only (subject to balance of B.M.T.A. covenant).—Premier Motor Co., Aston Rd., Birmingham, 6. Aston Cross 3271. [5980

1952 (March) Austin A90 saloon, as new, subject to remainder of covenant and B.M.T.A. permission to sell; list price £1,430.—Apply F. F. Baker, Bagthorpe Hall, Nr. King's Lynn. Tel. Syderstone 246.

850 gns.—Austin A70, July 1949, saloon, black, sliding head, heater, one owner, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

AUSTIN A70 & A90

1950 A70 Countryman. £895.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

NAYLOR & ROOT, Ltd.—1950 Austin A70 saloon, duo brown, sun roof, radio and heater, very attractive; £1,025; six months' guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day, including Saturday. [C3082

Austin A70 and A90 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0353

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0361

NB—Austin owners: Cash awaits your A70 or part exchange for a sound used car; see us first.—Rawlings Bros., Ltd., 87a, Cromwell Rd., S.W.7. Frobisher 8161. [0415

AUSTIN EIGHTEEN

MEBES & MEBES, Ltd. (Est. 1895), offer:—

1939 Austin 16hp Ivor 7-passenger limousine, division, grey with hide upholstery to match, one owner, above average for year; £895.—The Broadway, Mill Hill, N.W.7. Tel. Mill. 2040. [C3012

1934 Austin 18 7-seater saloon.—Durngate Garage, Winchester. [C1010

1934 Austin 18 7-seater limousine, good condition; £115.—Tudor 3394. [4143

1935 Austin 18 7-seater, limousine, beautiful condition throughout; £275.—Tudor 3394. [4142

1938 Austin 16 7-passenger, F/F seats, 25,000, late car of chairman large corporation, perfect condition throughout; £785.—Ill. 1215. [4126

AT £575 each, choice of two 1936 Austin 18s, limousine and saloon, both in exceptional condition; E/c. wheels.—White Hart Garage, High St., Bromley, Kent. Rav. 2252-3. [4079

1938 Austin 18 Norfolk saloon, excellent condition generally, licensed to Dec. 31, 1952.—Seen at Butchers Garage, Kettering Rd., Northampton. £425. Offers considered. [4097

1939 Austin 7-seater, black brown hide, upholstery, in original condition; £595; terms, exchanges.—G. S. Hall, Ltd., 302, King St., Hammersmith, W.6. Riverside 2881. [C2051

A & S Seven passenger Saloons also Limousines, selected carriages, with mechanical guarantee certificate.
LIMOUSINES, 18hp, 1937/1938/1939, partitioned, forward occasionals, leather, bargain value. Seen:—
ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [C1006

Austin Eighteen Cars Wanted

CM

THE CAR MART, Ltd., London distributors, wish to purchase Austin 18 cars.—297, Euston Rd., N.W.1. Euston 1212. [0936

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0924

AUSTIN TWENTY

245 gns.—Austin 20, 1936, Mayfair 7-seater limousine, black, upholstered leather throughout, sliding partition, face-forward occasionals, roof luggage carrier, discs, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C3016

Austin Twenty Cars Wanted

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0925

AUSTIN TWENTY-EIGHT

1939 Austin Ranelagh seven-seater limousine with sliding glass division and forward facing occasional seats; has been little used, and is in really immaculate condition throughout.—Blair's Motor Co. Ltd., Austin House, Granada Rd., Southsea. Tel. Portsmouth 32260. [3726

A & S Limousine, Ranelagh, 1939, partition, forward occasionals, leather, certified mechanically magnificent condition, bargain. Seen:—
ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [C1006

AUSTIN A125 & A135

BROOKLANDS.

1951 Austin Sheerline limousine, speedometer reading 2,500. [C1029
103 New Bond St., London, W.1. Mayfair 3351-6.

AUSTIN A125 & A135

NEWNHAMS, Ltd.

1952 (Jan.) Austin Sheerline saloon, black with beige, mileage 2,026; B.M.T.A. permission.
1950 Austin Sheerline saloon, black with grey, excellent condition.
NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

CAR MART LTD.
LONDON Distributors.

1951 Austin A125 Sheerline 7-seater limousine, radio, heater 7,000 miles; £1,895; B.M.T.A. consent; balance of covenant to be signed.
1950 Austin A125 Sheerline saloon, radio, heater, 6,000 miles; £1,525.—Car Mart Ltd., Austin House, 297, Euston Rd., N.W.1. Euston 1212. [C1059

B. J. HUNTER, Ltd., offer:—

1949 Austin Sheerline saloon, numerous extras, including radio, heater, Rimbellishers, low mileage, one owner, chauffeur maintained; £1,075.
B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

H. A. SAUNDERS, Ltd., offer:—

NEW Austin A125 Sheerline saloons and limousines; now available for immediate delivery; best part exchange allowance for your present car; h.p. terms available.
836 High Rd., N.12. Hillside 0024. [C2027

H. A. SAUNDERS, Ltd., offer:—

NEW Austin A135 Princess saloons, now available for immediate delivery; best part exchange allowance for your present car; h.p. terms available.
836 High Rd., N.12. Hillside 0024. [C2087

H. A. SAUNDERS, Ltd., Radlett, Herts.

1950 Austin Sheerline, mileage 15,000.—Tel. Radlett 5681-6. [C3003

GUY SALMON AUTOMOBILES offer:—

1949 Austin Sheerline, black with beige leather, chromium plated radiator cowl, in new condition throughout; £1,195.—Portsmouth Rd., Thames Ditton, Emberbrook 5351-2-3. [C4001

GORDON CARS (LONDON), Ltd.—1950 Austin Sheerline saloon; £1,425.
GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [C2085

1949 Austin Sheerline saloon, radio, heater, 16,000 miles, one owner, excellent condition.
RIPCO, Ltd. (Austins purchased), 16, Albemarle St., Mayfair, London, W.1. [C3052

£1250.—1949 Sheerline, 23,000 miles, grey, radio, heater, perfect condition, one owner.—Clowes Birkhall, Leek, Staffs. Tel. 665. [3998

1949 Austin Sheerline saloon, black with beige leather, only 10,000 miles; £1,025.—Jack Olding & Co., Ltd., 8-10, North Audley St., W.1. Mayfair 5242. [C3030

8000 miles.—1950 Austin Sheerline saloon, black, fawn leather, radio heater, magnificent car.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

1951 Austin A135 Princess saloon, 8,000 miles only, maroon with fawn leather; sale authorized by B.M.T.A. 14 mths., covenant applies; £2,295.—Lex Garages, Ltd., 2, Lexington St., W.1. Ger. 8600. [3593

1949 Austin Sheerline saloon, colour grey and grey leather, mileage 16,000, heater, radio, immaculate condition in every way; £1,425.—R. S. Mead, (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

AUSTIN Princess saloon, Feb., '51, maroon, beige hide, heater, radio guaranteed 2,000 miles only, exactly as new; £1,900 (subject to balance of B.M.T.A. covenant).—Premier Motor Co., Aston Rd., Birmingham, 6. Aston Cross 3271. [3682

ARCHIE SIMONS & Co., Ltd.—1951 (Dec.) Austin Sheerline saloon, colour black, beige leather upholstery, fitted radio and heater, an opportunity to purchase a virtually new car, having covered only 2,100 miles, owner gone abroad, B.M.T.A. permission to sell; offered at the attractive figure of £1,850.
1949 Austin Sheerline saloon, colour black, beige leather upholstery, loose covers, radio and heater, nominal mileage, one owner only, immaculate in every way; £1,295.—84, Gt. Portland St., W.1. Len. 1345. [C4013

Austin A135 and A135 Cars Wanted

THE CAR MART, Ltd.
AUSTIN cars
REQUIRED immediately.

MAKE your enquiries to
AUSTIN House, 297, Euston
ROAD, London, N.W.1.
TELEPHONE: Euston 1212.
[0353

AUSTIN MISCELLANEOUS

H. A. SAUNDERS, Ltd., offer:—

NEW Austin 16hp hire cars; now available for immediate delivery; best part exchange allowance for your present car; h.p. terms available.
836 High Rd., N.12. Hillside 0024. [C2027

Austin Miscellaneous Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Austin buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0936

AUSTINS wanted.—Smiths, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0952

WANTED, 1946-47 Austin saloon.—St. Clair, Chestnut Close, Amersham, Bucks. [W1038

MARSTON MOTOR Co. for your Austin.—Tel. Sta. 5000. Seven Sisters Rd., Tottenham, N.15.

ALL models Austin urgently required.—Corbitt & Taylor, 22, Conduit Mews, W.2. Amb. 6049. [W1056

HATTONS, of Lord St., Southport, will buy Austins, 1938 to 1950, 8 to 16hp, in conditions above average.

WEYBRIDGE AUTOMOBILES, Ltd., the Austin distributors, urgently require late type Austins.—Tel. Weybridge 233. [0941

Austin Spares and Service

AFIRST-CLASS service for Austin replacement units and vehicle parts, pre-war and post-war spares in stock; open Saturday until 6 p.m., night service available.—Wimbledon Motor Works, Ltd., 28, High St., S.W.19. Wim. 0125. [0414

NORMAND, Ltd.
THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Hir. 3669. [0252

C. G. NORMAN & Co.

AUTHORIZED Austin retailers service, spare parts and replacement units.—50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0271

THE CAR MART, Ltd.

LONDON distributors, spare parts for all model cars and trucks.
THE CAR MART, Ltd., Welsh Harp, Edgware Rd., N.W.9. (Hendon 6509); and at 16, Uxbridge Rd., Ealing, W.5. (Ealing 6717). [0610

FOR Austin spares and replacement units.—Sands, Burnham, Bucks 84. [0505

AUSTIN 7 spares, lowest prices, largest stock, stamp for price list.—Witham's, 16, Balham Hill, S.W.12. Battersea 3260/3768. [0449

BARKERS MOTORS (LONDON), Ltd., Tel. Balham 6666, for Austin spares, sales and service.—209, Balham High Rd., S.W.17. [0524

AUSTIN 7 spares, any year, any part, largest stockists in U.K., exchange units.—Try Northwood's first.—45-47, Newington Causeway, S.E.1. Hop. 2858/3620

BROCKHURST GARAGE.—Harrow agents for Austin sales service spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0501

WEST LONDON.—Rogers Garage; repairs and service, stockists. New address: Wellesley Ave., Paddenwick Rd. W.6. Riverside 2644-5. Old and new friends welcome. [83054

AUSTIN spares for cars, van and commercial vehicles.—J. Gibbs, Ltd., Distributors of Austin Spare Parts, Longbridge House (Great West Road, Bedford), Feltham, Middlesex. Tel. Feltham 2074. [0599

AUSTIN 20 1938 spares, new and reconditioned, list on application, company having disposed of this model have a number of parts redundant.—Taylor & Lown, Rosemount Rd., Hampstead, N.W.3. Hampstead 4434. [3531

PRYNN & STEVENS, Ltd., the South London Austin depot, full range of parts and units in stock; exchange engines, gear boxes, pumps, clutches, carburettors, brake shoes and electrical units from stock, repairs and service to Austin exclusively.—57, Acre Lane, S.W.2. Brixton 1155. [0164

BENTLEY (3½- & 4½-litre)

CM
CAR MART, Ltd.

1948 Bentley Mark VI standard steel saloon, radio, heater, black with beige leather upholstery, six months' guarantee; £3,500; passed by makers.
CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 2434. [C1039

RIPPON.
RIPPON.
RIPPON BROS., Ltd.
THE leading Northern Bentley distributors.

1949 Bentley Mark VI standard steel saloon tudor grey with grey leather.
1948 Bentley Mark VI Mulliner bodied saloon blue with blue leather upholstery.
1948 Bentley Mark VI standard steel saloon, black with brown leather, long steering column.
1947 Bentley Mark VI standard steel saloon, black with blue leather upholstery.
PHONE, call or write for further particulars; demonstrations arranged without obligation.
RIPPON BROS., Ltd., Huddersfield, 6340 (5 lines); also at Bradford, Leeds and Sheffield. [0906

BROOKLANDS.

1949 (Dec.) Bentley Mark VI Park Ward drop head coupe, one owner, overhauled and passed by makers.
BUY or sell your car.

103 New Bond St., London, W.1. Mayfair 3351-6. [C1029

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

BENTLEY (3½- & 4¼-litre)

JACK BARCLAY, Ltd.,
LARGEST official retailers of Bentley and Rolls-Royce; stock list of used models on request to
12-13 St. George St., Hanover Sq., London, W.1. Tel. Mayfair 7444.
JACK BARCLAY, Ltd. [0067

DICKS.
1935 Bentley 3½-litre drop head coupe, Bentley history, immaculate. £795.
DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6868-9. [C1072

R. F. FUGGLE, Ltd.
1950 (Nov.) Bentley Mk. VI standard steel saloon, one owner, 2,500 miles, grey and black, maroon upholstery.
R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

RUSSELL MOTORS offer:—
1937 4¼ KT series, fitted with a very beautiful Continental foursome coupe, many extras, £1,425, any trial or examination.
1935 3½-litre Bentley saloon by Park Ward, full Rolls history.
RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C5060

JACK OLDING of Mayfair.
OFFICIAL Bentley and Rolls-Royce retailers.
OFFER from their selection of first-class used Bentley and Rolls-Royce cars a 1951 (July) Bentley Mk. VI standard sal., only 8,000 miles, black (remp. period of cov. to be signed); full particulars on application.
OLDLEY House,
NORTH Audley St., W.1.
MAYFAIR 5242-5-4. [C3030

SWANMORE GARAGE offer:—
1947 Bentley 4¼ Mk. VI steel saloon, 1951 body modifications, dual alpine mist and silver—quite exceptionally attractive.
1936 Bentley 4¼ Vanden Plas 4-str. 4-door drop head cabriolet, particularly attractive modern lines.
1938 Bentley 4¼ H. J. Mulliner saloon.
1937 Bentley 4¼ Cockshoot saloon.
1937 Bentley 4¼ Gurney Nutting saloon.
1936 Bentley 4¼ Barker 2-door saloon.
1936 Bentley 3½ Mayfair 2-door saloon.
1936 Bentley 3½ William Arnold saloon.
1935 Bentley 3½ Park Ward saloon.
SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C4024

HAROLD RADFORD & Co., Ltd.
INVITE you to call and inspect their unique selection of Bentley cars.
1947 (July) Mark VI Bentley two-door foursome drop head coupe by Windover, colour two-toned grey with red leather upholstery, fitted with radio, heater, triplex windscreen washer and special luggage carrier, speedometer reading 56,363 miles, car in excellent condition throughout.
HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 0642 (5 lines). [C5047

MASCOT MOTORS, Ltd., offer:—
1938 4¼-litre special James Young 2-seater coupe.
1936 3½-litre Gurney Nutting sports saloon.
1934 3½-litre Thrupp & Maberly sports saloon.
MASCOT MOTORS, Ltd., 237-243, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C5007

ARTHUR MULLINER, Ltd., offer:—
1948 Bentley Mark VI Standard steel saloon, first registered 25.8.48, attractively finished grey with upholstery to match, small mileage, two owners, in immaculate condition throughout; it will pay you to telephone or write for the latest price list of our comprehensive stock, and details of our incomparable six months' guarantee.
ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C5019

MANN EGERTON & Co., Ltd., offer:—
1950 Bentley Mk. VI steel saloon, black with beige and sun roof, 4,000 miles.
1949 Bentley Mk. VI drop head coupe by Park Ward, grey with grey leather upholstery, 11,000 miles; radio and air conditioning fitted.
1948 Bentley Mk. VI steel saloon, grey with maroon leather upholstery; 37,000 miles.
1947 Bentley Mk. VI steel saloon, black with fawn leather upholstery, 54,000 miles; overhaul just completed and modifications carried out.
14, Berkeley St., London, W.1. Regent 2075. [C2006

LARGE stock of 3½-4¼ Bentley cars for disposal.
L. H. R. OWEN, Ltd., 17 Berkeley St., W.1. Mayfair 9060 (10 lines). [0098

1950 (June) Bentley Mark VI standard saloon, Tudor grey, one owner.—Box 0620. [4251

BENTLEY (3½- & 4¼-litre)

HOFFMANNS GARAGE, Ltd.,
HUDDERSFIELD ROAD,
HALIFAX.
GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group.
A National Motoring Organisation.
1949 Bentley Mark VI 4¼-litre Standard sports saloon, dark fawn with maroon hide upholstery.—Ref. H.9060.
1949 Bentley Mark VI 4¼-litre Standard sports saloon, two-tone grey with maroon hide upholstery.—Ref. H.9169.
1949 Bentley Mark VI 4¼-litre Standard sports saloon, grey with blue hide upholstery.—Ref. H.8897.
ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase. Please write or 'phone for details to:—
HOFFMANNS GARAGE, Ltd.,
HUDDERSFIELD ROAD,
HALIFAX, Yorkshire.
TEL. Halifax 5944. [C2037

1934 3½-litre Bentley Park Ward sports saloon, all black with blue leather upholstery.
1934 3½-litre Bentley H. J. Mulliner sports saloon, all black, with grey leather upholstery.
PADDON BROS., Ltd., 60, Cheval Place, S.W.7. Ken. 9477. [C5055

CHARLES POLLETT, Ltd., accredited Rolls-Royce and Bentley retailers and repairers, offer:—
1950 Bentley Mk. VI standard steel saloon, 2-tone grey, blue/grey leather, one owner, chromium-plated luggage grid, chauffeur maintained, serviced and guaranteed, really perfect condition; £4,450.
1937 Bentley 4¼ Park Ward razor-edge saloon, black, grey hide, at present undergoing pre-sale check over, outstanding condition; £1,650.
WE can also offer from stock several other late models.
18, Berkeley St., W.1. May. 6266.
SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5656/8. [C2010

FOURSOME Drophead Mayfair Coupe, 1936, 3½-litre, leather upholstery, exceptional order, £1195.
SPORTS Tourer, 1934, Vanden-Plas 3½-litre, 60,000, excellent history, exceptionally attractive, bargain value.—A. & S., 2 Providence Court, North Audley Street, Mayfair-2941. [C1006

1936 3½-litre Bentley Park Ward sports saloon, Bentley maintained, exceptional mechanically.
1940 (June) 4¼ overdrive razor-edge saloon, one owner since new, Crewe history available; £2,150.
R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Ladbroke 3155; after 6.30 Arnold 4604. [C5017

1936 series Bentley 3½-litre Vanden Plas pillarless saloon, black with fawn hide, H.M.V. radio.
H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2568. [C4005

1938 Bentley 4¼ Park Ward saloon, taxed December, new tyres, wireless, excellent condition, low mileage; £1,750.—Box 0619. [4248

1949 Bentley Mark VI all-steel 4-door sports saloon, low mileage, for immediate delivery.—For fullest particulars apply:
GYROSE, Ltd., Northampton. Tel. Northampton 4540. [6490

BENTLEY 1949 (July) standard steel saloon, grey lower panels with black top, blue leather, one owner, 30,000 miles, immaculate condition.
CHARLES ATTWOOD & SON, Ltd. (Rolls-Royce and Bentley Retailers), Wolverhampton. Tel. 20634.

1947 Bentley saloon, Mark VI, faultless mechanical history; £2,695.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [5094

1947 (Nov.) Bentley Mark VI standard steel saloon, metallic grey/grey leather, fitted wheel spats, one owner, 17,000 miles only.—Also
1949 (Feb.) Bentley Mark VI Park Ward drop head coupe, ivory and black, new hood and coachwork unblemished, one owner, 38,000 miles.
CASTLE'S, Church Gate, Leicester 65251. [3292

EDWARDS & Co. (BOURNEMOUTH), Ltd., Bournemouth (Tel. 1272-3), officially appointed Bentley retailers and repairers; reliable used cars in stock.

1948 Bentley Mk. VI standard steel saloon, 32,000 miles, black, as new; £3,450.—Silverthorne Motors, Ltd., 1015, Finchley Rd., N.W.11. Meadway 2288. [C4011

1936 Bentley 3½-litre Barker sports saloon, excellent; £1,125.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050

1934 3½-litre Park Ward saloon, black with blue upholstery, fitted radio and heater; £995.—Evans, Westholme, Esplen Ave., Liverpool, 23. Great Crosby 4182. [5955

1937 Bentley 4¼-litre sports saloon by Thrupp & Maberly, semi-razor edge, excellent history, beautiful condition; £1,675.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4004

EXCEPTIONAL 1948 Standard steel saloon, low mileage of under 15,000 miles, chauffeur maintained and in perfect condition, black, with brown leather; owner will accept any reasonable offer for quick sale.
H. A. FOX & Co., Ltd., 3/5, Burlington Gdns., Old Bond St., London, W.1. Tel. Regent 7687-8. [4318

BENTLEY (3½- & 4¼-litre)

CLARK'S OF FIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; used cars available for inspection. Tel. Brookwood 2201-2. [0558

ARCHIE SIMONS & Co., Ltd.—1948 Bentley Mark VI standard steel saloon, colour grey, blue leather upholstery, radio and heater, nominal mileage, just back from makers, excellent in every way; £5,250.—94, Gt. Portland St., W.1. Lan. 1345. [C4013

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, have pleasure offering an outstanding standard steel saloon, but with many non-standard features; you must see this one first: 1950, maintained by makers and immaculate.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [4219

1940 Bentley 4¼ overdrive MX series, Park Ward chassis No. BMX 199, mileage 71,000, colour dark pearl, real pigskin upholstery, very useful extras, including H.M.V. wireless, Caldwell heater charger, Trico windscreen washer, wheel discs; a perfect car in wonderful condition; viewing and trial run by appointment only.—Heyworth, Jackson (Hurstead), Ltd., Rochdale.

£4000—Best offer over four thousand pounds accepted for late 1950 Mark VI Bentley standard steel saloon registered 1st December; present mileage under 10,000; colour black, brown leather interior; this car can only be described as superb and as new condition; has been owned and nursed from new by Rolls-Bentley engineer; offers please subject to inspection South Coast.—Box 0628.

1938 Bentley 4¼-litre 4-door razor-edged sports saloon by Thrupp & Maberly; this car has just received a complete overhaul including the following: engine rebuilt to Bentley standards (not yet run-in), new upholstery, roof lining, main paintwork and plating, remainder of chassis corrected and repaired as necessary, finished black with blue leather, this is an immaculate pre-war Bentley in every respect; £2,250.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

BENTLEY (other than 3½- & 4¼-litre)

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars." [C3041

1937 Bentley 4¼-litre Gurney Nutting saloon, superb condition throughout, chauffeur kept, Bentley maintained.—Lt.-Col. P. V. W. Gell, The Small House, Clayton, Nr. Shifnal, Shropshire. [4329

BENTLEY 4½-litre saloon, engine completely reconditioned, wheels rebuilt, tyres almost new, two new spares, new P.100's, telecontrols, excellent condition throughout.—Offers to, 32, Grove Ave., Moseley, Birmingham. [4140

£500—Bentley 4-litre 4-door sun roof saloon by H. J. Mulliner, first registered in 1951; this car has been stored for half its life and is in really beautiful condition throughout.—Hastings Bros., Ltd., 87a, Cromwell Rd., S.W.7. Fro. 8161. [3367

FOR sale, 4½-litre Bentley 1928, re-bodied by Corsica 1937, recently re-upholstered, resprayed, engine rebuilt professionally, 120% sound, genuine 15 mpg. condition as new throughout; £900.—Jackson, Acton Farm, Over Alderley, Chelford, Ches. Tel. Alderley Edge 3221. [4171

Bentley Cars Wanted

SOUR demand is urgent.
OWNERS who have Bentley cars for disposal are invited to communicate with the Swain Group of Companies, London offices: H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head office: Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

CM
THE CAR MART, Ltd., wish to purchase Bentley cars.—Gloucester House, 150, Park Lane, W.1 (corner of Piccadilly). Grosvenor 3454. [0958

ROWLAND SMITH'S, the Bentley buyers.—Hampstead High St. (Hampstead Tube).—Ham. 6041.

WE wish to buy a good 3½-litre sports saloon with ride control.—Details to Basingstoke Motor Co., Ltd., Basingstoke. [0046

CASH immediately for good Bentley.—H. P. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2003

HATTONS MOTORS Ltd., Birmingham, will buy or part exchange your 3½ or 4¼-litre Bentley.—71, Broad St. Midland 2437. [0557

WEYBRIDGE AUTOMOBILES, Ltd., officially appointed special retailers, urgently require late type Bentleys. Tel. Weybridge 233. [0540

WE are open to purchase any type pre-war Bentley cars complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0062

WANTED, 1935-8 3½-litre Bentley drop head in exchange for 1951 M.G. TD, mileage 5,000, absolutely unmarked in any way, 30 miles to the gallon.—Box 0522. [4016

A & S always purchase Saloons, also foursome coupes, 1935 to 1939, please forward details.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

CHARLES POLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service works and stores, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5656-7-8. [0592

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Bentley Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Bentley cars, servicing or complete overhauls, mechanical or coachwork; large stocks of spares for all types.
WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0624

JACK OLDING, official Bentley retailers.

RECEPTION for service in the heart of Mayfair, complete overhauls, mechanical or coachwork.
TEL. Mayfair 5242 for collection.—16, Providence Court, W.1 [0022

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.
SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5956-7-8. [0593

CENTRAL GARAGE, Croydon, specialists of all Bentley and Rolls-Royce models; servicing, complete overhauls, mechanical or coachwork.—Central Garage. Tel. Cro. 7464. [S1042

Bond Minicar Spares and Service

CENTRAL GARAGE, Croydon, offer: spares and service for Bond Minicar.—Central Garage, Croydon 7464. [S1042

RAYMOND WAY for Bond Minicar repairs, spares and service under Bond trained service manager, no job too big or too small; free advice on all Bond models; latest modifications can be fitted to older models if required.
RAYMOND WAY, of Kilburn. [0827

BRISTOL

BROOKLANDS.
1950 Bristol 402 coupe, overhauled and passed by makers.
BUY or sell your car.
103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

ANTHONY CROOK offers:—
1950 type 401, one owner, heater, radio, loose covers, grey, mileage guaranteed, 10,400, supplied and maintained by us.
1950 type 401, heather grey, one owner, heater and radio, immaculate condition throughout.
1950 type 400, heater, radio, grey, loose covers, maintained by us.
1950 (Oct) type 400, one of the last four hundreds, supplied and maintained by us, red, heater, radio in immaculate condition throughout.
1951 type 401, supplied and maintained by us, heater and radio, red, 4,000 miles only, in very way perfect.
1949 type 400, one owner, radio, heater, demister, windscreen washer, black, speedometer reading 30,000 miles, immaculate condition throughout; choice of two.
1949 type 400, black, heater, radio, in excellent condition throughout.
THE above cars are offered from our current stock of used Bristol cars, ready for immediate delivery; other cars are at present undergoing renovation in our specially equipped workshops or bodyworks and will be available very shortly.
ANTHONY CROOK MOTORS, leading Bristol distributors, Caterham Hill, Surrey. Tel. 2232-3. [C1063

FRAZER NASH CARS offer:—
1625 miles only.—1951 (Nov.) Bristol 401 saloon, special dark blue colour, subject to unexpired covenant.
1950 (Sept.) 401 Bristol saloon, black, 19,000 miles, one owner, radio, heater, immaculate condition; £2,800.
1949 (1950 series) 401 Bristol with Farina 2-4-seater convertible cabriolet bodywork, grey, blue leather; £2,650.
1947 401 Bristol with Superleggera saloon bodywork, metallic grey, beige leather completely overhauled by us; £2,250.
1949 400 Bristol saloon, Bristol red, beige leather, radio, heater, Lucas P.770 headlamps, opening rear window; £1,875.
ALSO several other type 400 Bristols.
FALCON Works, London Rd., Isleworth, Middlesex. (Hounslow 0011.) [C2015

KEVILL, DAVIES & MARCH, Ltd.
OFFICIAL Bristol retailers.
41—42, Hay's Mews, Berkeley Sq., W.1. Gros. 2563. [0296

BARTLETT.—Bristol 1948 type 400, one owner; £1,550.—27a, Pembridge Villas, W.11. [C1015

1950 (July) Bristol, model 401 saloon, 18,000 miles, one owner, as new, nearest £2,600.—Box 0604. [4155

UNIVERSITY MOTORS, Ltd., sole distributors London, Home and Eastern Counties, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [0618

1950 Bristol 401 saloon, black, radio and heater, seat covers, Caldwell heater, genuine 13,000 miles, faultless condition throughout, one owner; £2,650.
WILLIAM ARNOLD, Ltd., Upper Brook St., Manchester, 13. Tel. Ardwick 4361/7. [6028

1950 Bristol 401, 30,000 miles, colour black; £2,550.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, NW.1. Tel. Euston 5228 (5 lines). [C1050

1950 Bristol 401, radio, heater, 9,000 very careful miles, condition quite exceptional throughout; £2,950; exchanges, deferred terms.—John S. Truscott, Ltd. 173, Westbourne Grove, W.11. Bay. 4274.

1949 Bristol type 400 saloon, finished in maroon with fawn leather upholstery, fitted with H.M.V. radio, special long-range head lamps, has been most carefully maintained by one owner since new.—James H. Galt, Ltd., Bristol Distributors for Scotland and Northern England, 52, Woodlands Rd., Glasgow, C.3. Tel. Douglas 7598. [3257

Bristol Cars Wanted

BARTLETT—the Bristol buyers.—27a, Pembridge Villas, W.11. [W1015

A.F.N., Ltd., will purchase for cash Bristol Type 400 and Type 401 cars.—Falcon Works, London Rd., Isleworth, Middx. (Hounslow 0011.) [0476

BRITISH SALMSON

BRITISH SALMSON 1935 saloon 12hp, engine recently overhauled, new tyres, battery, carburettor; £160 or near offer.—209, Beeston Rd., Leeds, 11. [4136

365 gns.—British Salmson, 1936 model, 12hp twin o.h. camshaft, foursome drop head coupe, black, grey leather, oversize tyres, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

B.S.A.

1936 B.S.A. 2-seater, £100 mechanical overhaul, new hood and screens, new tyres, resprayed, many extras; £235.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

WALTER SCOTT, Ltd.—1938 model B.S.A. Scout coupe, black, exceptional; £245; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [C4006

295 gns.—B.S.A. Scout, 1939, Series 6 sports 4-seater, grey, maroon leather, new hood and side-screens, very good condition; taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead. (Hampstead Tube). Hampstead 6041. [C4018

B.S.A. Cars Wanted

ROWLAND SMITH'S.
ROWLAND SMITH'S, the B.S.A. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

B.S.A. Spares and Service

BASIL ROY, Ltd.—B.S.A. spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7735. [0144

SPARE parts for 10hp and 12-6 fluid flywheel models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3 [0641

BUGATTI

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

TYPE 51 Grand Prix 2.3-litre s./charged twin cam Bugatti, 135 mph and 0-100 mph in 15 sec.; this car is in beautiful condition throughout.—11, Howells Crescent, Llandaff, Cardiff. Tel. Llandaff 472. [4278

Bugatti Spares and Service

J. LEMON BURTON Bugatti service, 3, Lonsdale Rd., Kilburn, N.W.6, Maida Vale 1331. [0071

BUICK

SIMPSON'S MOTORS offer:—
1948 Buick convertible, all extras, loose covers, black.
1949 Buick convertible, all extras.
1950 Buick Special, all extras.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists.) Wembley 8691/3903. [C4015

GUY ALFREDS & Co. offer:—
1938 Buick Pullman limousine, outstanding order.
LIMOUSINE Buick, 1939 Pullman, steering gear change, guaranteed mileage since new, 16,000 only; stored from 1939 to 1951, throughout in factory condition.—6-7, Warren St., W.1. Euston 3268. [C1006

£675.—1937 Buick 7-seater limousine, recently recelluloised, not ex-hire.—Lawson-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

BUICK Super "51" 4-door saloon, radio, heater, £10 tax, immaculate condition; £1,085.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [4005

1939 Buick Century drop head coupe, 39,000 miles, magnificent condition; £665.—Taylor & Crawley, 48, Kensington Court, W.8. Western 6015. [3093

1937 Buick limousine, Fisher body, genuine 40,000 miles, chauffeur driven, superb condition; £650.—Sand. 1762, Station Garage, Sanderstead, Surrey

CAMDEN MOTORS.—Buick Roadmaster 6-seater drop head coupe, 1948 model, in black with special leather trimmed broadcloth upholstery, electrically operated hood and window lifts, built-in radio, air conditioner, traffic blinkers, nylon seat covers, special low-pressure tyres, serviced by concessionaires every 1,500 miles, and in superb condition throughout; £1,495.
CAMDEN MOTORS.—Buick special Eight saloon, 6-seater 4-door model, 1946 production, mouth-organ front, streamlined body styling, all extras, seat covers, radio, heater, new Whitewalls, 21,000 miles; £995.
CAMDEN MOTORS.—Buick Super Eight drop head foursome coupe, July 1946, immaculate pastel grey finish, chromed mouth-organ front, modern body styling with wide chromed mouldings, all extras, traffic blinkers, air conditioner, map lights, hood, etc., as new, a very fast American drop head in delightful mechanical order; £895.
CAMDEN MOTORS.—Buick Super Eight 6-seater saloon, 1949 model, latest production body styling, curved rear window and windscreen, super modern frontal appearance, radio, seat covers, heater, etc.; looks and runs like a brand new car; £1,995.
CAMDEN MOTORS—Buick Super Eight drop head 6-seater coupe (convertible), 1949 model, similar features and body styling to above, all extras, power-operated hood etc., immaculate maroon finish, 16,000 miles; £1,995.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines.) Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday-Saturday. [C1035

BUICK

1938 model Buick Viceroy saloon, black with brown hide upholstery, in exceptional condition; £425; terms, exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [C2031

1937 (Sept.) Buick saloon, black with brown hide, fitted radio, two spare wheels sunk in front wings, 4 new retreads and new battery, excellent condition in every detail; £415.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

Buick Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd. the Buick buyers. Wembley 8691/3903. [0664

7-SEATERS privately owned Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

SOLE concessionaires Lendrum & Hartman, Ltd., will purchase used Buick models.—Showrooms, Buick House, Albemarle St., London, W.1. Regent 7121. [0304

Buick Spares and Service

BUICK sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction, N.W.10. Tel. Elgar 7911. [0141

CADILLAC

SIMPSON'S MOTORS offer:—
1939 Cadillac, radio, heater, loose covers, right-hand drive.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

CADILLAC La Salle 1937 6-seater saloon, laid up 9 years, recent overhaul, beautiful condition, selling owner deceased; £600 or near offer.—Peto, 1, Mount Radford Crescent, Exeter. Tel. 3249. [4088

Cadillac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Cadillac buyers. Wembley 8691/3903. [0665

SOLE concessionaires, Lendrum & Hartman, Ltd., will purchase used Cadillac models.—Showrooms: Buick House Albemarle St., London, W.1. Regent 7121. [0004

Cadillac Spares and Service

CADILLAC sole concessionaires, Lendrum & Hartman, Ltd., Buick Works, Old Oak Lane, Willesden Junction N.W.10. Tel. Elgar 7911. [0013

CHEVROLET

SIMPSON'S MOTORS offer:—
1949 Chevrolet 2-door, all extras, loose covers.
1949 Chevrolet, all extras (choice of three).
1951 Chevrolet, all extras, 900 miles only.
SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

BRITISH & COLONIAL MOTORS offer:—
1951 Chevrolet Bel Air F.H. coupe, 3,000 miles.
1950 Chevrolet Styleline saloon de luxe, 13,000 miles.
CHOICE of several Chevrolets usually in stock.
BRITISH & COLONIAL MOTORS, Ltd. (Distributors for London and Home Counties), Upper St. Martin's Lane, W.C.2. Temple Bar 3566. [C1027

JOE THOMPSON (MOTORS), Ltd., offer:—
CURRENT model "Power Glide" brand new Chevrolet convertible coupe, colour black, interior red leather upholstery.
JOE THOMPSON (MOTORS), Ltd., 97, Pulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

8000 miles.—1950 (October) Chevrolet de luxe 2-door saloon, l.h.d., indistinguishable new.—Jack Smith, 32, Bruton Place, W.1. Mayfair 0821.

1947 Fleetmaster l.h.d. 6-seat coupe, grey, one careful owner, many extras, outstanding condition, particulars sent, seen Edinburgh; £950.—Box 0588. [4130

1950 Chevrolet de luxe right-hand drive 4-door saloon, heater, 9,000 miles, immaculate; £1,895.—Taylor and Crawley, 48, Kensington Court, W.8. Western 6015. [2528

1950 (November) Chevrolet saloon de luxe, 11,000 miles, nylon loose covers, air conditioning, indistinguishable from new.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

£1625!!!—1950 Chevrolet Styleline de luxe 6-seater 4-door saloon, series H.K.6, 3,500 miles only, condition literally as brand new, latest production body styling and frontal grille, all extras, radio, heater, American seat covers, written guarantee.—Below:—
£1045!!!—Chevrolet Fleetmaster de luxe 6-seater saloon, series E.K. Six, 1947 model, in steel grey with grey broadcloth interior, radio, heater, Trico screenwash, Whitewalls, nylon seat covers, special air horns, maintained and serviced by London distributors, immaculate condition.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities; part exchange; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday-Saturday. [C1035

Chevrolet Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chevrolet buyers. Wembley 8691/3903. [0666

BRITISH & COLONIAL MOTORS, Ltd., distributors for London and Home Counties, require good Chevrolet cars.—Upper St. Martin's Lane, W.C.2. Temple Bar 3566. [W1027

Chevrolet Spares and Service

CHEVROLET spares and repairs, for private vehicles; distributors for London and Home Counties.—British & Colonial Motors Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3598. [R1027

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

CHRYSLER

1951 Chrysler Plymouth 4-door saloon de luxe, 5,000 miles, radio, heater, covers, etc., magnificent condition throughout.—Sidney Marcus, Ltd., 55, Sloane St., S.W.1. Tel. Sloane 5557. [C5006

Chrysler Cars Wanted

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, will purchase all types of Chrysler vehicles.—59-65, Belsize Rd., Swiss Cottage, N.W.6. Mal. 5555/2155. [0643

SIMPSONS MOTORS (WEMBLEY), Ltd., the Chrysler buyers, Wembley 8691/3905. [0667

ROWLAND SMITH'S, the Chrysler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Chrysler Spares and Service

AUTO SALES (LONDON), Ltd.

CHRYSLER distributors, spares for all models; exchange reconditioned units in stock.—59-65, Belsize Rd., N.W.6. Mal. 5555/2155. [0495

CHRYSLER Specialists; repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2254.

CITROEN

GEOFFREY EDWARDS, Ltd., offer:—

£750—1949 Citroen Light 15 de luxe 4-door saloon, with sliding roof, one private owner, total recorded mileage 18,500, finished brilliant as original, unmarked black celluloid, unscratched chromium fittings, upholstered in finest quality unmarked brown leather with carpets and roof lining to match, specialities include opening-type windscreen, heater, twin tone horns, fishtail exhaust, Fram oil filter, electric clock, etc., specially tuned, most economical, very fast, virtually indistinguishable new throughout; 3 months' written guarantee; hire purchase; part exchanges.—Amonbury Lane, Harpenden Herts. Tel. 118. [C2000

CAR MART, Ltd.

1950 Citroen Light 15 saloon, heater, 13,000 miles, £1,095.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1039

L. F. WARD, Ltd.

1949 Citroen Light 15 saloon, very clean car.

L. F. WARD, Ltd., Hanover Court Yard, Hanover St., London, W.1. Tel. Mayfair 0146. [C4043

C. G. NORMAN & Co.

CITROEN sole distributors for the county of London; service, spares and replacement units.—C. G. Norman & Co., 50, Vauxhall Bridge Rd., London, S.W.1. Victoria 2211. [0756

H. W. MOTORS, Ltd.

1950 (May) Light 15 de luxe saloon, finished in black, upholstered in brown hide, recorded mileage 10,063, showroom condition throughout; £950.

H. W. MOTORS Ltd., Walton-on-Thames 2404-5-6. [5101

B. J. HUNTER, Ltd., offer:

1949 Citroen 15 saloon, showroom condition, fitted radio and heater; £975.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

MAYFAIR COUNTRY CARS offer:—

1947 Light 15, maroon, red leather; £650.

1939 12, sunshine roof, magnificent condition, £535; any make of car taken in exchange; deferred terms.—Mayfair Country Cars, 7, George Yard, Grosvenor Sq., W.1. Mayfair 0131 or Harrow 4646.

JOHN S. TRUSCOTT, Ltd., for Citroen.

ONLY first-class examples are offered.

PRICES are now substantially lower.

1950 Light 15 saloons, from £950; earlier models proportionately less; fullest details of current stock on request.

EXCHANGES deferred terms.

SKILLED Citroen service and spares.

173, Westbourne Grove, W.11. Bay. 4274. [C4055

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors offer the following carefully selected and unrepeatable bargains from England's largest stock of post-war Citroens:—

1950 Light 15, choice of 2; from £950.

1949 Light 15, choice of 2; from £850.

1947 Light 15, choice of 2; from £675.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines).. [C1000

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

£395—Citroen super modern 12/4 1937, really exceptionally good mechanical condition; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6 (30 yds Holland Park Tube). [C1017

1952 Citroen Light 15, permission to sell from B.M.T.A., 4,000 miles; £1,000.—Willcocksson, Kingston 4468. [4165

CITROEN saloon, 6-cylinder, June, 1950, chauffeur maintained, one owner, 29,000 miles; best offer over £1,300.—Box 0285. [3340

CITROEN

1942 12.9 black saloon, recent overhaul, taxed, good tyres, battery, etc.; £465; terms.—65, Victoria Rd., Worthing 4635. [4288

OCTOBER, 1949, 6-cyl. saloon, black/fawn, private owner, must sell, £1,100; car in London now.—Tel. Wymondham 2204 (Norfolk). [5846

CITROEN, May 1950, sliding head black 15 saloon, new battery, lovely condition; £1,090.—Jones, Crossways Avenue, Newmarket. Tel. 2620. [4092

CITROEN, 1948, Light 15, silver-grey saloon, in good order, one owner; price £725.—Tel. Imperial 24, Lang, Silvertrees, Wilderness Rd., Chislehurst. [4275

WORTHING MOTOR Co. have a selection of pre-war and post-war saloons of all models; prices from £400 to £1,000.—28, Broadwater Rd., Worthing 71. [4212

1937 Citroen 12, carefully used, post-war condition, extras; £375; exchange 1750 Alfa d.h. or saloon.—Rutherford 404, Richmond Rd., Twickenham. [4245

1947 Citroen light 15 saloon, black, in first-class order, a very carefully kept car; £675.—Wembley Court Motors, High Rd., Wembley. Wembley 0266. [C4050

325 gns.—Citroen 12, 1937, de luxe 4-door saloon, back, sliding head, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

175 gns.—Citroen 12, 1935 model, 4-door saloon, black, red leather, good condition; terms, exchanges; list, open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

1935 Big 12.4 Citroen 4-door saloon, taxed year, 55 mpg., excellent runner, good tyres, new battery, £115.—Scott-Moncrieff, Basford Hall, Leek, Staffs. [4091

SUPPLY & DEMAND

The advertisements in "THE AUTOCAR" are eagerly perused—and acted upon—by our thousands of readers week by week.

For second-hand cars, either for sale or wanted, "THE AUTOCAR" IS

SECOND-TO-NONE in PULLING POWER

1946 Citroen Light Fifteen saloon, 1st regd. 18/7/46, black, with red leather, in excellent condition; £560.—Herbert Robinson, Ltd., Cambridge. Tel. 4461.

ALTON GARAGE offer 1949 Citroen Light 15 de luxe, black with fine quality brown leather, sliding roof, 18,000 miles; £800 outright sale, or by hire purchase or any interesting swaps.—17-19, Brook Mews North, Craven Rd., W.2. Paddington 3952. [C1007

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford.—1946 (July) Citroen Light 15 de luxe sun saloon, black with red leather upholstery, superb condition and fitted many extras including Jackall system, side panels, extended breather, demisters, taxed to end of year, tyres as new, any trial and fully guaranteed; £850; terms or exchanges.—Tel. Watford 4491. [C5002

Citroen Cars Wanted

CMT

THE CAR MART, Ltd., wish to purchase Citroen cars.—150, Park Lane, W.1. Grosvenor 3434. [0172

ROWLAND SMITH'S

ROWLAND SMITH'S, the Citroen buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0930

ACE SERVICE STATION (LONDON), Ltd.

THE Citroen distributors are the largest buyers of used Citroen cars in the British Isles; trade enquiries welcomed.

NORTH Circular Rd., Stonebridge Park, N.W.10. Elgar 5585 (5 lines). [0004

CASH immediately for good Citroen.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

JOHN S. TRUSCOTT, Ltd., urgently require really well-kept Citroens.—173, Westbourne Grove, W.11. Bay. 4274.

POTTER & RICHARDS buy post-war and good pre-war Citroens.—55, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [W5045

Citroen Spares and Service

SOUTH of the Thames.

SALES of Croydon.—Distributors and specialists for over 25 years, repairs, overhauls and spares.—Tel. Croydon 3131-2. [0187

BRING your used car to the Citroen specialists; we will recondition as new.

THE HEADINGLEY MOTOR & ENG. Co., Ltd., 8, Otley Rd., Leeds. Tel. 52627-8. 'Grams: Trubie.

WIDCOMBE GARAGES, Ltd., Pulteney Rd., Bath 4865. Citroen parts, reconditioned drive, trains 48-hr. service. [1749

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274-5-6.

SHRIMPTON'S MOTORS, Ltd., London Distributors. Head office and showrooms.—242-244, Brompton Rd., S.W.3. Kensington 9464.

SPARES and service.—47, Montrose Place, Halkin St., Hyde Park Corner, S.W.1. Tel. Sloane 5490.

WOODFORD CAR MART, Essex distributors for Citroen cars; sales service and reconditioning.—Woodford New Rd., Woodford Green, Essex. Buckhurst 0017. [0200

CITROEN.—We are distributors for N.W. Kent and specialise in reconditioning these cars; front drive assemblies fitted from stock.—Barnehurst Garage, Ltd., Bexleyheath 725. [0744

CONDOR MOTORS for speedy Citroen repairs, carried out by specialised French and English mechanics.—35, Grosvenor Crescent Mews, Hyde Park Corner, London, S.W.1. Sloane 6467. [0231

BOWES ROAD GARAGE & ENGINEERING Co., Ltd., Bowes Rd., N.11 (Bow 2284), specialists on Citroen body repairs and mechanical overhauls, swivel joints reconditioned 48-hr.; all spares stocked. [0565

DAIMLER

CHARLES FOLLETT, Ltd., offer:—

1947 Daimler 2½-litre saloon, black, brown leather, recent overhaul, heater, twin passing lamps, really outstanding condition; 3 months' guarantee; £1,525.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-8. [C2010

McKINNON MOTORS, Ltd., offer:—

1950 (April) Daimler 2½-litre saloon (not Consort), grey, blue leather, sliding roof, heater, spot lamp, 10,000 miles only; £1,750.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

STRATSTONE, Ltd., Daimler distributors.

DAIMLER 36hp 7-passenger limousine by Windover, black with fawn cloth, chauffeur maintained; 15,000 miles only; £2,950.

DAIMLER 2½-litre Consort saloon (1950), black with brown leather, radio, heater, in excellent condition; £1,975.

DAIMLER 2½-litre saloon (1950), black with brown leather, radio, heater, most attractive; £1,650.

DAIMLER 2½-litre saloon (1949), blue with blue leather, radio, heater and demister, outstanding condition; £1,550.

DAIMLER 2½-litre coupe (1949), grey with blue leather, 19,000 miles only; £1,550.

DAIMLER 2½-litre saloon (1939), dual green, 21,000 miles only; £695.

DAIMLER E.L. 24 limousine (1938), black with leather throughout, very well maintained; £750.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4301). Service: 7, Herbrand St., Russell Square, W.C.1 (Terminus 7464). [C4022

1948 Daimler saloon, 2½-litre, 14,000 miles, black/red, immaculate condition; £1,500.—Holland, Bidford-on-Avon. [4114

DAIMLER 1948 2½-litre, black, 24,000 miles, heater, good tyres, a lovely car; £1,300.—Tel. Keystone 3966 or Loughton 3507. [4348

CASS'S MOTOR MART.—1939 Daimler 2½-litre saloon, superb, £795; exchanges, written guarantee.—5, Warren St., W.1. Euston 3523. [C1040

1937 Daimler 17, reconditioned throughout, splendid looking car; £575.—S. Bowen & Son, Hillside Garage, Edgware. Tel. Edgware 4464. [C1023

WADHAM BROS., Ltd., Daimler and Lanchester Distributors for Southampton and county area; consult us regarding delivery.—Automobile House, Banister Rd., Southampton. Tel. 2991-5. [5175

1949 (October) Daimler 2½-litre Tickford drop head fourseme coupe, one owner, excellent car in every way.—Dr. Ormiston, Nattadon, Chilworth, Southampton. Tel. Southampton 68565. [4127

WALTER SCOTT, Ltd.—1939 Model D.B. 18 2½-litre Daimler saloon, black, excellent throughout; £645; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [C4096

1936 Daimler 15 special sports saloon, black, a very handsome car in very good condition; £275.—Wembley Court Motors, High Rd., Wembley. Wembley 0266. [C4050

DAIMLER 2½-litre Consort saloon (1950), maroon, with maroon leather, sunshine roof and heater, showroom condition; £1,850 o.n.o.—Apply Sheavill, Grosvenor House, Pull Cresc., Hadleigh, Essex. Tel. Hadleigh 57084. [4237

DAIMLER black Consort saloon, first registered September 1951, mileage 5,500; chauffeur driven, for sale (subject to taking over covenant expiring September 1953) owner deceased; price £1,900.—Apply G. Watson, Chald Lane, Wakefield. Tel. 4201. [4181

DAIMLER 15hp 1956-7 special Sportsmans 2-door saloon; this car is absolutely as new, 4,000 miles since £200 overhaul including engine, gearbox, brakes, etc.; 25mpg. 70mph, fitted radio; £465.—10, Merton Rd., Moseley, Birmingham, 13. South 3215 evenings [4256A

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

DAIMLER

TANKARD & SMITH, Ltd., offer 1958 Daimler 2-litre 6-light saloon, in black with red leather upholstery, mechanical condition much above average, beautifully clean coachwork and interior; £545; three months written guarantee; also 200 guaranteed used cars of all makes.—194, Kings Rd., S.W.3. Tel. Flaxman 4801-5. [C4026

SPECIAL Sports Daimler 15hp, reg. late 1954, definitely 1955 model 4-door drop head coupe fitted special all aluminium coachwork by Martin Walter, with winding windows all round, low swept tail, large enclosed rear boot, immaculately finished in a most superior powder blue, exceptional chrome, fitted brand new Tygan loose covers, highly polished interior wood fillets, perfect lined drop head, engine just been completely reconditioned and brought back to standard, gear box, transmission, back axle, all absolutely silent, superb brakes, steering; definitely one of the smartest sports cars on the road, taxed, fine performance, very economical, gen. bargain; £250; photo available.—1, Bentley Rd., Chorlton-cum-Hardy, Manchester, 21. Tel. Cho. 1268. [4305

A & S Limousines, 24hp, 1958, partition, black, widest occasionals, superb condition, private, cost. Also

LIMOUSINE 32hp Straight-8, Hooper Coachwork, partition, widest occasionals, magnificent condition, black, £785. Seen:—

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2943. [C1006

Daimler Cars Wanted

ROWLAND SMITH'S, the Daimler buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0952

Daimler Spares and Service

AROOT ENGINEERING, Ltd.—

AROOT ENGINEERING, Ltd.—Preselector gear boxes, exchanges and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0256

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0779

DAIMLER and Lanchester specialists.—Debnam Motors, 17, Atherstone Mews, S.W.7. Western 4541. [6978

CROYDON.—Donald Vince & Co., Ltd., Daimler and Lanchester; specialists for sale and service.—Kidlington-ter Rd., Croydon 5775. [0668

DAIMLER and Lanchester spares.—Large stock of spares for most models; specialists in spares unit, gaskets, etc., for the Daimler sleeve valve series.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252-3. [0460

DELAGE

SELBORNE (MAYFAIR), Ltd., world concessionaires, offer:—

1938 foursome drop head coupe.

82 Park St., W.1. [2244

Delage Spares and Service

SELBORNE (MAYFAIR), Ltd., Delage world concessionaires.—Rapid engine and body repairs; parts stocked.—82, Park St., W.1. [0659

DELAGE D6.70, 1937-38 streamlined coachbuilt 4-door saloon, of lively performance and exceptionally good appearance, leather upholstery, seats 4 comfortably, large boot, over 20 mpg, recent thorough overhaul, well maintained, condition excellent for age, parts available; £705; private owner selling for personal reasons.—Box 0541, or 'phone Park 7628 (evenings only). [4105

DELAHAYE

£675 !!—First registered Sept., 1946, 135m., Coupe des Alpes drop head foursome coupe Delahaye, three-carburettor engine, independent suspension, finished in French blue with blue leather upholstery, grey mohair hood, good tyres, an extremely fast and excellent example in every way.

BRIAN PINGLASS, Bugatti Sales & Service, 2, Pembridge Mews, Bayswater, W.11. Bayswater 3951. After 8, Tulse Hill 4755. [C2009

Delahaye Spares and Service

SELBORNE (MAYFAIR), Ltd., Delahaye world concessionaires.—Rapid engine and body repairs; parts stocked.—82, Park St., W.1. [0660

DELLOW

GORDON GARAGE (DULWICH), Ltd., Dellow distributors for London and South-Eastern counties; new and used Dellow cars available for immediate delivery.—33-35, East Dulwich Rd., London, S.E.22. New Cross 2456. [0610

DELLOW 1950 (June), mileage 12,500, green, all-weather equipment including side screens, twin S.U.s, water pump, S.U. electric petrol pump, large capacity battery, original tyres, good unused spare engine, bodywork chrome first class; £545.—Box 0610. [4200

DIESEL

DIESEL-engined Chrysler Imperial, late 1938, owner-driver saloon, fitted Perkins P.6 engine and overdrive, 40 mpg over 70 mph, coachwork reconditioned, black, leather, heater, 4 new tyres, new suspensions, taxed year; £850.—V. W. Derrington, Ltd., 159-161, London Rd., Kingston 5621-2. [C1071

D.K.W.

B. & M. GARAGES, Ltd., for super reconditioned D.K.W. cars and guaranteed spares; brand new crankshafts, sleeved cylinder blocks; both items on exchange basis, plus packing, etc., repairs and overhauls our speciality.—B. & M. Garages, Ltd., 42a, St. Michael's St., W.2. Paddington 6877. [0016

D.K.W. Spares and Service

NEW big-ends and mains fitted to D.K.W. crankshafts.

C. F. SMITH & Co., 83-85, St. John's Hill, Clapham Junction. Bat. 0871 [0066

DODGE

SIMPSON'S MOTORS offer:—

1948 Dodge, right-hand drive, all extras black.

SIMPSON'S MOTORS (WEMBLEY) Ltd. (American Car Specialists), Wembley 8691/3905. [C4015

DODGE

1939 Dodge Custom 8 saloon, in immaculate condition throughout, new tyres fitted, new braking system all round, radio and twin spots, a genuine car in every respect; £595.—Apollo Motors, 29, Parade, Birmingham, 1. Cen. 3619. [4267

LIMOUSINE 1938/26hp partitioned Limousine, forward occasionals, black, exceptional throughout. £495. Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006

Dodge Spares and Service

DODGE specialists, repairs, spares, exchange engines.—Church Road Engineering Co., Ltd., Dodge Distributors, Hadleigh, Essex.—Tel. Southend 57127. [0192

DODGE specialists, repairs, spares, exchange engine service.—L. A. Mitchell (Motors), Ltd., 1, Balham High Rd., London, S.W.12. Tel. Balham 2354. [0362

FIAT

FOR Fiat enthusiasts.

CLAIRMONTE BROS., Ltd., always have a stock of at least ten completely reconditioned and used Fiat 500 from £250 to £450.—Shanklin Rd., London, N.8. Mountview 5285. [0440

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

FIAT 500 1938, taxed, insured; nearest £225.—Write, Sanders, 8, Orlando Rd., S.W.4. [4270

500 model, 1939, 2-stra.; choice of three.—Fox and Nicholl, Ltd., Derwent 1122. [C2015

1947-8 Fiat 500 cabriolet, first registered 1950, in absolutely superb and faultless condition; £525.

1940 (recd.) Fiat 508C 1100 saloon, one of our complete rebuilds. Laystall balanced and racing metal bearings, tuned engine, suspensions, transmission, brakes and steering rebuilt, fitted new battery, 3 new tyres, electricals and accessories. Dunlopillo cushions, new mats and bumpers, rechromed, very attractively recellulose't duo maroon and silver, probably best 1100 offered; £575.—Derrington, 159-161, London Rd., Kingston-on-Thames. [C1071

1938 Fiat 500, excellent throughout, many extras; £525.—L. F. Dove, Ltd., Guildford Rd., Woking, Surrey. Tel. 1282. [C1078

FIAT 1100 pillarless saloon, registered 1940, excellent condition; £375.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [C1015

1938 Fiat 500, very economical, original owner; £150.—Bevington, Gallowbrook, St. Neots, Hunts. Tel. St. Neots 245 or 268 office hours. [5737

WALTER SCOTT Ltd.—1958 Fiat 500 convertible coupe, grey, exceptional; £265, terms, exchanges.—89, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5814. [C4006

395 ens.—Fiat 1500, April 1940, 4-door pillarless saloon, metallic green, green leather, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below

265 gns.—Fiat 500, May, 1939, convertible coupe, metallic green, leather upholstery, very good condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

C. V. RUSHMER, the Fiat specialist, offers post-war 1400 Fiat saloon, low mileage, showroom condition; 1939 500, rebuilt 4-seater cabriolet, guaranteed.—89, Holland Park W 11. Park 5731. [C3061

MAYFAIR GARAGES, Ltd., aim to give the finest value possible in used cars, and always carry a large selection in stock at the lower current market prices, all with three months' guarantee.—Below.

MAYFAIR GARAGES, Ltd.—1940 model (reg. Oct., '39) 500 2nd series de luxe convertible coupe, bronze, leather upholstery, bumpers, enclosed spare wheel, new hood, very attractive car in first-class mechanical condition; £365.—Below.

MAYFAIR GARAGES, Ltd.—September 1939, 500 2nd series fixed head coupe, jewellescence silver and blue with blue leather upholstery, very smart car with first-class road performance; £545.—Below.

MAYFAIR GARAGES, Ltd.—1939 500 2nd series de luxe convertible coupe, jewellescence silver with blue leather upholstery, carefully maintained; £325.—Below.

MAYFAIR GARAGES, Ltd.—1940 model (reg. Nov., '39) 500 de luxe convertible full 4-seater, blue, red leather upholstery, radio, good tyres, economical small family car with good road performance; £315.—Below.

MAYFAIR GARAGES, Ltd.—June, 1938, 500 fixed head coupe, maroon, leather upholstery, standard equipment, very smart car, with first-class road performance; £195.—Below.

MAYFAIR GARAGES, Ltd.—13 guaranteed Fiats in stock, all carefully prepared for lasting service by skilled British and Italian mechanics. Send for descriptive list and copy of "The Autocar" Road Test report and details of hire purchase terms.—Below.

MAYFAIR GARAGES, Ltd. (Fiat sales and service), 34, Balderton St. (opp. Selfridges clock), Mayfair, W.1. Mayfair 3104-5. Open 9-6, Saturdays 9-12. [C3009

1939 Fiat 500 convertible, silver/blue, completely recellulosed, new blue hood, reconditioned engine, etc., many accessories, showroom condition; £375; many other bargain cars.—Wheeler & Ayland, Reading Rd., Basingstoke. [3461

FIAT 1,100cc 1938 immaculate blue 4-door saloon, sound car with good tyres, new battery and leather upholstery, in new condition, 40mpg at 50mph guaranteed, mechanically perfect; must be sold as owner going overseas; 395gns o.n.o.; seen London or Salisbury.—Tel. Bishops Stortford 1502. [4176

1938 Fiat 1100 saloon, blue and cream, blue leather, one owner, 31,000 miles only, engine just completely reconditioned and entire car in almost unmarked condition, believed by far the best example available; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

Fiat Cars Wanted

CASH immediately for good Fiat.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2003

Fiat Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S (the Fiat buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0955

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models Fiat, because we sell more Fiats yearly than any firm in the country; telephone or write for buyer to call.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5. [0695

Fiat Spares and Service

FIAT (ENGLAND), Ltd., Water Rd., Wembley, sole licensees for the United Kingdom are only source of genuine Fiat spares and service.—Tel. Perivale 5651. 'Grams: Fiat Wembley. [0909

FIAT 500cc genuine Fiat spares, reconditioned engines, gear boxes, starters, dynamos, timing chains, etc., guaranteed repairs.—S. & R. Motors, 185a, Westbourne Grove, W.11. Tel. Bay. 1644. [0156

B.D.J. (ENGLAND), Ltd., offer exchange engines fitted same day, own engines reconditioned 7-10 days; new and used engine chassis and body parts.—65, Lowlands Rd., Harrow, Byr. 6028. [0525

MAYFAIR GARAGES, Ltd., Fiat renovations, sales and repairs by skilled British and Italian mechanics; model 500 service exchange assemblies, body-trims and accessories stocked.—Mayfair Garages, Ltd., Balderton St. (opp. Selfridge's clock), W.1. Tel. May. 3104-5. Open 9-6; Sats. 9-12. [0652

FIAT 500, 1100 and 1500, full range of spares and reconditioned units, engines, rebuilt equal new and bench tested gear boxes, suspensions, starters, dynamos, radiators, steering boxes, in exchange, new distributors, carburettors, wheel covers, luggage carriers, exhaust systems, metric spanners, complete servicing, all models; "500" handbooks 5/9.—Derrington, 159 & 161, London Rd., Kingston 5621/2. [81071

FORD (8 h.p.)

W

HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1948 Ford 8hp Anglia saloon, colour black, good condition throughout; £565.

1949 Ford 8hp Anglia saloon, colour black, 16,000 miles, one owner; £595.

1950 Ford 8hp Anglia saloon, colour black, 4,500 miles only; £650.

THESE cars are available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C5042

CAR MART, Ltd.

1950 Ford Anglia saloon, 4,000 miles; £735.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the Hire Purchase specialists.

1939 Ford 8 de luxe saloon, new engine fitted, 3,000 miles only, sound transmission, original black cellulose, in excellent condition; choice of 6 (three); 279 guineas.

HIRE purchase terms on the spot with no references, no formalities or guarantors. Part exchange on your present motor cycle or car. Always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. (Maida Vale 6064), concerning all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

PERRY'S OF HARROW

HAVE an excellent selection of post-war 8hp saloons available.

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middx. (Opp. Bus Depot.) [0099

MONTROE MOTORS offer:—

1946 Ford Anglia, choice of 5, from £435.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2.

H. A. SAUNDERS, Ltd., offer:—

1949 Ford 8 Anglia saloon, black with red interior, recorded mileage 21,300; £545.

836 —842, High Rd., N.12. Hillside 0024. [C2027

1950 Ford 8hp, 8,000 miles; £635.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [4355

ALLAN TAYLOR MOTORS, Ltd., offer:—

MARCH, 1940, Ford Anglia saloon; £400.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4455 (5 lines). [4221

W. J. BROWN, Ltd., Used Ford Specialists.

1948 (Oct.) Ford Anglia saloon, black; £495.

1947 (April) Ford Anglia saloon, black; £395.

W. J. BROWN, Ltd., Ford Main Dealers.

339 Finchley Rd., N.W.3. Hampstead 4414. [4195

PHOENIX MOTOR Co. (SURREY), Ltd., offer:—

1947 (May) Ford Anglia, black, brown upholstery, recent extensive overhaul including reconditioned engine, one owner, taxed; today's price, £445.

PHOENIX MOTOR Co. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (8 h.p.)

DAGENHAM MOTORS Ltd., Ford Main Dealers.

1950 Ford Anglia saloon, black/red, 2,000 miles; £765.

1950 Ford Anglia saloon, green/beige, 5,080 miles; £745.

1950 Ford Anglia saloon, beige/brown, 6,000 miles; £715.

1950 Ford Anglia saloon, green/brown, recon. engine, 12,000 miles; £655; and many others.

56, Park Lane, W.1. Regent 4866; 374, Ealing Road, Alperton, Middx. Perivale 3588; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

1947 Ford Anglia, new engine, fine condition; £555.

BRIDGE MOTORS, Church St., Rickmansworth. Tel. Rickmansworth 2562. [C1025

1939 Ford 8, really excellent condition, choice of two, at £315.

G. P. (BALHAM) Ltd., 2c, Balham Hill, S.W.12 (100 yds. Clapham South Tube). Batt. 1107-8-9. [C2024

1947 Ford 8 saloon, recond. engine; £415.—Roys Autos, Euston 2700. [C5050

1949 Ford Anglia, black, very low mileage, one owner; exceptional condition; £570.

JOHN WILSON AUTOS, Ltd., Sanderstead Rd., South Croydon. Sanderstead 4260. [C4055

1947 Ford 8, perfect condition; £450.—Herbert & Mills, Church Rd., Ashford, Middx. Tel. 2960.

1950 Anglia one owner, 9,000 miles; £565.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C5016

OCTOBER, 1946, Anglia, black, new engine; £525.—Arthur E. Gould, Ltd., Mead St., W.1 (off Dean St.). Gerrard 3970. [4064

1950 (Nov.) Ford Anglia saloon, 5,400 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

1947 Ford 8hp saloon, choice of two, excellent condition, taxed year; £445.—Northways Garage, Swiss Cottage, N.W.3. Primrose 1127. [C5036

1939 Ford 8 sln., exceptionally nice condition; £565.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1939 Ford 8 de luxe saloon, really must be seen, new engine, re-upholstered leather, re-lined, perfect car; £525.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4725.

595 gns.—Ford Anglia, March, 1950, 8hp saloon, black, red leatherette, one owner, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

445 gns.—Ford Anglia, June, 1948, 8hp saloon, black, heater, excellent condition; taxed; terms, exchanges.—Rowland Smith, below.

375 gns.—Ford Anglia, 1946, 8hp saloon, black, one owner, very good condition; choice of 6 Anglias; terms, exchanges.—Rowland Smith, below.

265 gns.—Ford 8, July, 1939, de luxe saloon, dark blue, very good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5. 1946-50 Ford Anglia saloons, low mileage, all guaranteed; also earlier models. [0578

1949 Ford Anglia saloon, black, red interior, genuine mileage 13,800, one owner-driver only, absolutely spotless condition, excellent tyres (spare unused), taxed; £550.—Nuneaton, Tadcaster Rd., Tadworth, Surrey. Tadworth 2278. [4256

1949 Ford Anglia saloon, black with brown upholstery, exceptional condition, one owner, very carefully used; £565; easy payments arranged.—Marble Arch Motor Supplies, Ltd., 286-302, Camberwell Rd., London, S.E.5. Tel. Rodney 2187. [C5002

Ford Eight Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Ford 8 cars.—520, Euston Rd., N.W.1. Euston 1212. [0175

ROWLAND SMITH'S.

ROWLAND SMITH'S. the Ford buyers.—Hampstead High St. (Hampstead Tube). Hampstead 6041. [0934

FERRARIS OF CRICKLEWOOD buy Ford Anglia saloons, post-war models. H.P. settled; drive in, write or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. Open 7 p.m. week-days. [W2008

FORD (10 h.p.)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford 10hp Prefect saloon, colour black with brown leather upholstery, 14,000 miles, immaculate car; £775.

1949 Ford 10hp Prefect saloon, colour green with leather upholstery, very nice car; £655.

1948 Ford 10hp Prefect saloon, colour green with cloth upholstery, nice car; £635.

1947 Ford 10hp Prefect saloon, colour black with brown leather upholstery, in good condition; £545.

1946 (December) Ford 10hp Prefect saloon, colour black, with red leather upholstery, well maintained car throughout, £525.

THESE cars are available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [C5042

1950 Ford Prefect saloon, cloth, excellent condition; £650.

GEORGE NEWMAN & Co., 569, Euston Rd., N.W.1. Euston 4466. [C5025

FORD (10 h.p.)

PERRY'S OF HARROW.

HAVE an excellent selection of post-war 10hp saloons available

PHONE Harrow 4282 for details.

W. HAROLD PERRY, Ltd., High Rd., Harrow Weald, Middlesex (opp. Bus Depot). [0100

PRIDE & CLARKE, Ltd.

£645.—1949 Ford 10 Prefect saloons, black/brown leather, low mileage, loose covers; choice of two

£479.—1947 Ford 10 Prefect saloons, black/grey upholstery, radio; choice of two.

THREE months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [4198

PALMERS MOTORS, Ltd.

1950 Prefect saloon, leather, 12,000 miles, immaculate; £675; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890. [C5054

JACK ROSE, Ltd., offer:—

1950 (Oct.) Prefect, beige and red leather, mileage 7,000 as brand new; accept £695.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677/8. [C5056

MONTROE MOTORS offer:—

1950 Ford Prefect saloon, 14,000 miles, leather; £695.

MONTROE MOTORS (N. H. BOSWELL), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C5015

H. A. SAUNDERS, Ltd., offer:—

1950 Ford Prefect saloon, black with brown upholstery, recorded mileage 1,290; £845.

836—842, High Rd., N.12. Hillside 0024. [C2027

WARWICK WRIGHT, Ltd., offer:—

1950 Ford Prefect saloon, green, brown leather, 10,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

C.M.I. CAR SALES (Pri. 6625) offer:—

1939 Ford Prefect 4-door saloon, black leather upholstery, very clean; £425.

THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

ALLAN TAYLOR MOTORS, Ltd., offer:—

NOVEMBER, 1949, Ford Prefect saloon; £755.

HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [4222

BLUE STAR GARAGES, Ltd., offer:—

1949 Ford Prefect, beige, brown leather, one owner immaculate; £775.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

W. J. BROWN, Ltd., Used Ford Specialists.

1949 (Nov.) Ford Prefect saloon, black, red leather upholstery; £695.

1948 (Sept.) Ford Prefect saloon, black, fawn upholstery one owner; £565.

W. J. BROWN, Ltd., Ford Main Dealers.

339, Finchley Rd., N.W.3. Hampstead 4414. [4199

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Prefect saloon, black/hide, 6,000 miles; £775.

1949 Ford Prefect saloon, black/hide, recon. engine; £695.

56, Park Lane, W.1. Regent 4866; 374, Ealing Road, Alperton, Middx. Perivale 3588; and 8 and 12, Sangley Rd., Catford, S.E.6. Hither Green 4821. [C1066

AUTOMOBILE & AIRCRAFT SERVICES, Ltd., offer:—

1950 (model) black, 11,000 miles, immaculate; £700.

MARLBOROUGH Works, Kenton. Tel. Wordsworth 5656 and 5658. [C1008

1937 Ford 10 saloon, one careful owner from new.—Durngate House, Winchester. [C1010

1949 Ford Prefect, leather, very clean; £650.—Cranmore, 64, High St., Potters Bar 5040.

1950 Model Ford Prefect, black, leather; 15,000 miles, spotless.—Hendon Central Garage, Hendon 8084. [C2054

1949 (Sept.) Ford Prefect, black/cloth, very clean throughout, total mileage 27,000, new engine just fitted, £595.

PETER BANTOCK CAR SALES, 104, High Rd., W.4, Chiswick 5070. [C1014

1948 Ford Prefect, one owner, 25,000 miles only, leather upholstery, superb condition, three months' guarantee; £495.

C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

1950 Ford Prefect sal., green, 7,500 miles; £775.—Prickers of Holland Park (next door to underground). Park 5077. [C2016

1949 Ford Prefect, black, one owner, 12,000 miles, showroom condition; £725.—Kingston 5342 or Elmbridge 7995 after 7 p.m. [4535

1949 (Aug.) Prefect, beige, red leather, one owner excellent condition, £645.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C2049

£350.—1938 Ford 10hp saloon 2-door, black with cloth upholstery; loose covers, very clean inside and out, good mechanical condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open till 7 p.m. week-days. [C2008

FORD (10 h.p.)

FORD Prefect, Oct. 1950, black saloon, leather upholstery with loose covers, 9,500 miles, ex. condition; £750.—Alexander, Maryland 2301. [4331

1950 Prefect saloon, one careful owner; £715.—Potter & Richards, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5042

1948 (Nov.) Ford Prefect, black, fawn cloth, 22,000 miles, spare unused, exceptional condition; £550.—John Trigg, Ltd., Esher 1234. [C4033

FOR sale, 1947 Ford 10 (13,000 miles).—Apply Mrs. D. Maxted, Lower Garrington Farm, Littlebourne, Canterbury, Kent. Tel. No. Littlebourne 16. [4058

ARTHUR E. GOULD, Ltd., 290-292, Regent St., W.1, and 8-14, Mead St., Soho, W.1. Langham 1594-5. —1946-50 Ford Prefect saloon, low mileage, all guaranteed. [0579

1950 Ford Prefect, black, green leather, one owner, superb example; £695.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

1948 Ford Prefect saloon, 14,000 miles, mechanical condition and appearance first rate, private owner.—For price and other details, write 61, Kemble Rd., S.E.23. [4148

645 gns.—Ford Prefect, October, 1949, saloon, black, maroon leather, one careful owner, spare unused, exceptional condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Ford Prefect, September, 1948, 10hp 4-door saloon, black, maroon leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

425 gns.—Ford Prefect, 1946, 10hp saloon, black, red leather, good tyres, excellent condition; choice of 8 Prefects; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4016

1948 Ford 10 Prefect saloon, taxed, colour black, genuine mileage 16,000 only; £625.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5831-2. [C5011

1949 Ford 10 Prefect saloon, leather interior, very good condition throughout, exceptional value; £595.—Wembley Court Motors, High Rd., Wembley. Wembley 0266. [C4050

1939 Ford Prefect saloon, good condition, new tyres, battery, steering, rear shackles, reconditioned engine; £300 or nearest offer.—Tel. Northwood 1639, after 5 p.m. [4260

WALTER SCOTT.—1950 Ford Prefect black, 10,000 miles, £775, a choice of three; terms; exchanges.—39, College Crescent, Hampstead N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4060

1949 Ford Prefect, first registered September, 1950, green, brown upholstery, heater, spot lamp, loose covers, 7,500 miles, as brand new; £850.—Tel. Loughton 4223 after 7 p.m. [3951

CAMDEN MOTORS.—Ford 10hp Prefect saloon, 1939, black with red interior, very good mechanical condition but coachwork not up to our usual immaculate standard, most attractively priced as compensation, £295.

CAMDEN MOTORS.—Ford 10hp Prefect saloon de luxe, 1948, attractive light shade of grey with interior to tone, nominal mileage only, carefully used and maintained; £565.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard. Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. [C1055

NEW condition throughout, 1949 Prefect, beige, fitted heater, rear covers, Ford agent maintained, not yet decarbonised, 40mpg; £695.—Kenya, Bridgnorth, Shropshire, or 62, Hartland Way, Shirley, Croydon, by arrangement. [4238

Ford Ten Cars Wanted

C M

THE CAR MART, Ltd., wish to purchase Ford 10 cars.—150, Park Lane, W.1. Grosvenor 3454. [0174

PHOENIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0935

PRIVATE buyer requires '47 or '48 Prefect, must be in good condition, no traders.—Box 0631. [4344

MARSTON MOTOR Co., Ltd., for your Ford 10.—Tel. Sta. 9000. Seven Sisters Rd., Tottenham, N.15.

ALMOST new Ford Prefect required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0847

FERRARIS OF CRICKLEWOOD buy Ford Prefects, 1939 or post-war models in cloth, H.P. settled; drive in, write or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2254. Open 7 p.m. week-days. [W2008

FORD (V.8)

W HAROLD PERRY, Ltd., Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444.

1950 Ford Pilot saloons choice of two cars, both low mileage and in first-class condition.

THESE cars are available for demonstration anywhere, any time; hire purchase terms can be arranged.

W. HAROLD PERRY Ltd., Invicta Works, 279, Ballards Lane, North Finchley N.12. Tel. Hillside 4444. [C5042

FOR sale, 1949 Ford Pilot, in lovely condition; price £800.—Box 0579. [4102

PERFORMANCE CARS.—Good selection always available; written guarantee.—See under "Sports Cars."

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

FORD (V.8)

WARWICK WRIGHT, Ltd., offer:—

1950 Ford V.8 Pilot saloon, blue, blue leather, radio and heater, 6,000 miles.
WARWICK WRIGHT, Ltd., 150 New Bond St., W.1. Mayfair 9761. [C9045

ALLAN TAYLOR MOTORS, Ltd., offer:—

SEPTEMBER, 1950, Ford Pilot saloon, low mileage; £695.
HIGH St., Wandsworth, S.W.18. Tel. Vandyke 4433 (5 lines). [4223

DAGENHAM MOTORS, Ltd., Ford Main Dealers.

1950 Ford Pilot saloon, black/brown hide, 9,000 miles; £675; choice of three.
56 Park Lane, W.1. Regent 4866; 374, Ealing Road, Alperton, Middx. Perivale 5388; and 8 and 12, Sandal Rd., Catford, S.E.6. Hither Green 4521. [C1066

GORDON CARS (LONDON), Ltd.—1950 Ford V.8 Pilot Saloon; £895.
GORDON CARS (LONDON), Ltd.—1949 Ford V.8 Pilot saloon; £795.
GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2043

1939 91A Ford V.8 saloon, leather; £325.—Jacquier, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C2045

1950 Ford V.8 Pilot, heater, brown leather upholstery, in black; £775.—Mitchell, 1, High Rd., S.W.12. Balham 2234. [5794

1948 Ford V.8 Pilot, black, beige, very good value at £750.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [C1015

1951 Series Ford Pilot saloon, leather, radio, heater, 300 miles.—Green & Zonis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [C2028

1950 Ford Pilot, 25,000 miles, heater, radio, leather; £795.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5226 (5 lines). [C1050

CAMDEN MOTORS.—Ford 30hp Pilot saloon de luxe, 1948 (July), immaculate specimen in black with brown leather interior, small mileage, really attractively priced; £645.
CAMDEN MOTORS.—Ford 30hp Pilot saloon de luxe, 1950, spotless condition, fitted radio and heater, nominal mileage only; £865.
CAMDEN MOTORS.—Ford V.8 Custom 6-seater 4-door saloon, 1949, latest production body styling, intake vents to front grille, overdrive, nylon seat covers, heater, radio and pass lights, immaculate silver grey finish, one owner since new, 14,200 miles; £1,595.
CAMDEN MOTORS.—Ford V.8 right-hand drive 6-seater saloon (American model), 1947, in blue with de luxe leather upholstery, mouthorgan front, tailored seat covers, radio, heater and all extras, chauffeur-maintained and driven, low mileage; £895.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities, part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. [C1085

1948 Ford Pilot saloon, black with brown leather, radio, heater, low mileage, very well maintained; £675.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1938 Ford V.8 saloon, 22hp, perfect condition, 25mpg., new tyres, new double life battery, securely serviced, privately owned; £275.—Whitlock, 29, Shelbry Rd., Hove, 30722. [4012

1947 Ford Mercury saloon, right-hand steering, colour black, first registered January, 1949, 6,500 miles since reconditioned engine and clutch unit fitted, excellent condition; £920.
BREW BROTHERS Ltd. 133, Old Brompton Rd., S.W.7. Ken. 2468. [2219

1948 Ford Pilot, black, brown hide, heater, low mileage, one owner, perfect condition, carefully driven, serviced by main agents every 1,000 miles; £950.—Tel. Croydon 6178 or Sanderstead 5138. [4274

265 gns.—Ford V/8, August, 1938, 30hp 81A 4-door saloon, black, radio, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£765 Magnificent 1950 (June) Ford Pilot, leather upholstery, built-in radio and heater, one private owner, low mileage, taxed year, absolutely unmarked, remarkable value at this new low price.—Northern Motors of Harrow, 196/194, Pinner Rd., Harrow 4444/4694. [C3025

Ford V.8 Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Ford V.8 cars.—320, Euston Rd., N.W.1. Euston 1212. [0179

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

FORD Pilot, sold May 29, 1950 for £900; near same figure offered 1950 model, no w.a.h. (what a hoped). Offers required.—Box 0626. [4290

Ford Utility Cars Wanted

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Ford Miscellaneous Cars Wanted

RS

ROWLAND SMITH'S, the Ford buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0936

Ford Miscellaneous Cars Wanted

WHAROLD PERRY, Ltd., main Ford dealers.—Invicta Works, 279, Ballards Lane, North Finchley, N.12. Tel. Hillside 4444. [0543

FORDS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0825

Ford Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0254

F. H. PEACOCK, Ltd.

COMPREHENSIVE stock of spares for all Ford and Fordson.; Dagenham reconditioned engines 8, 10 and 30hp always available from stock.
219—221, Balham High Rd., S.W.17. Tel. Balham 4401. Also at
FOORD Rd., Folkestone 51222. [0406

ALLAN TAYLOR (MOTORS), Ltd.,
HIGH St., Wandsworth, S.W.18.

MAIN Ford dealers.

LARGE stock of genuine Ford parts.

VANDYKE 4433 (5 lines). [0314

FRANK G. GATES, Ltd., High Rd., Woodford Green (Tel. Wanstead 2235), main Ford dealers; service and all spares. [0088

Frazer Nash Cars Wanted

ROWLAND SMITH'S, the Frazer Nash buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

FRAZER NASH-B.M.W.

PERFORMANCE CARS.—Good selection always available; written guarantee. See under "Sports Cars."

BARTLETT.—Frazer Nash-B.M.W. 327/80, 327/55, 326 and 320 models.—27a, Pembridge Villas, W.11. [C1015

FRAZER NASH-B.M.W. type 320 2-litre saloon, 1939 model, 40,000 miles; £550.—Slater, Blunham House, Blunham, Beds. Blunham 231. [4006

1938 Frazer Nash-B.M.W., Type 320 English coachbuilt saloon, excellent condition throughout, recently repainted, private sale; £600.—Martin, 106, Colmore Row, Birmingham. [4152

Frazer Nash-B.M.W. Cars Wanted

ROWLAND SMITH'S the Frazer Nash-B.M.W. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

BARTLETT.—We are very interested buyers of all Frazer Nash-B.M.W. models.—27a, Pembridge Villas, W.11. [W1013

URGENTLY wanted.—327/80 B.M.W. for personal use; immediate decision and settlement.—Coachcraft, Elm Rd., Evesham. Tel. 6559 [W1055

HEALEY

BROOKLANDS.

HEALEY Distributors London and Home Counties.

"STILL world's fastest 4-seater saloon."

2-DOOR saloon by Tickford and foursome drop head coupe by Abbott; early delivery.
1951 Healey Tickford saloon, many extras, 2,700 miles only.
1951 Healey Abbott coupe, small mileage.
1950 Healey Silverstone sports 2-seater.
1949 Healey Silverstone, many extras.

BUY or sell your car.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

1948 2¼-litre Healey saloon fitted with special Farina body (complete weight 70lb less than standard). A fast, safe and genuine car with exceptional cornering ability; £975.—Newton of Huddersfield, Viaduct St., Huddersfield. Tel. 5311. [4049

BARTLETT.—Healey 1951 Tickford saloon, speedometer mileage 12,000, one owner, finished in blue with grey leather upholstery, year's tax, original condition unmarked; today's list price £2,490, unrepeatable bargain £1,495.—27a, Pembridge Villas, W.11. [C1015

Healey Cars Wanted

BARTLETT—the Healey buyers.—27a, Pembridge Villas, W.11. [W1013

HILLMAN 10

CAR MART, Ltd.

1950 Hillman Minx saloon, heater, 9,000 miles; £925.—Car Mart, Ltd., 150 Park Lane, W.1. Grosvenor 5434. [C1039

PALMERS MOTORS, Ltd.

1947 (model) Hillman Minx foursome drop head coupe, excellent condition; £495; exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1390. [C5054

MONTROE MOTORS offer

1947 Hillman 10 saloon, black, one owner; £535.

MONTROE MOTORS (N. H. ROSWELL), 91-7, Eastman New Rd., Buckhurst Hill, Essex. Buc. 1171-2.

JACK ROSE, Ltd., offer:—

1938 Hillman Minx de luxe saloon, in maroon, one owner since new; £340.
1950 Phase IV Hillman Minx de luxe, radio and heater, one owner, almost unmarked; accept £785.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C9056

HILLMAN 10

C. & S. MOTORS offer:—

1935 Hillman Minx 10 saloon, in very good order and appearance for the year; £149 or terms arranged.—Dudden Hill Lane, Neasden. Gladstone 8605-6. [C1094

PHILIP RICKARDS, Ltd., offer:—

1949 Hillman Minx Phase III, beige/red leather, radio, heater, 25,000 miles.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772-3. [C5051

WARWICK WRIGHT, Ltd., offer:—

1950 Hillman Minx Mark IV saloon, blue, blue leather, 14,000 miles.
1950 Hillman Minx Mark IV drop head coupe, green and leather, 4,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [C9045

PHOENIX MOTOR CO. (SURREY), Ltd., offer:—

1947 (Aug.) Hillman Minx saloon, black, maroon upholstery, one owner, well maintained, taxed, today's price £565.
PHOENIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C5044

1946 Hillman Minx saloon, grey, carefully used.
EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4036

1950 Hillman Minx sal., black, 9,000 miles, £900.—Below
1950 Hillman Minx sal., green, 7,800 miles, £900.—C. A. Peto, Ltd., 42, North Audley St., W.1. Mayfair 3051. [C3045

GORDON CARS (LONDON), Ltd.—1948 Hillman estate car; £725.
GORDON House, 373, Euston Rd., London, N.W.1. Euston 6611. [C2025

1950 (Nov.) Phase 4 Minx saloon, black/red, radio, immaculate; £785.
H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011. [C4034

1950 Hillman Minx Phase IV saloon, blue, fitted heater, 17,000 miles; £845.
R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

HILLMAN Minx saloon, 1947, good condition; nearest £550.—Tel. Gordon, Speedwell 4439. [4249

1949 Hillman Minx saloon, leather upholstery, one owner, well kept; £695.
MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [3004

279 gns.—1959 (reg. 1940) Hillman 10 de luxe saloon, new engine, nice condition.—Below.
215 gns.—1938 Hillman 10 saloon.—Autosnips, 5, Balham High Rd., Balham 1508. [C1009

1949 Hillman Minx Phase 3 saloon, colour blue, tyres good, moderate mileage; £855.
1949 Hillman Minx Phase 3 saloon, colour dove grey with red leather, mileage 15,000, taxed year, immaculate condition; £875.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3431/2.

1948 (registered) Estate car, excellent condition, taxed, radio; exchanges.—Kingston 5993. [C1053

1949 Hillman Minx Mark III, heater, etc., as new; £740.—Cranmore, 64, High St., Potters Bar 2040. [C1064

1949 Hillman Minx, black, 15,000 miles, radio, owner driven; £750.—Moore, 45, High St., Bushey. [4096

1946 Minx saloon; £425.—Potter & Richards, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1940 Hillman Minx saloon, fine condition, 5,000 since reconditioned engine; £390.—Rogers, Elmbridge 1050. [4337

1947 Hillman shooting brake, recently renovated, £545.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [C2022

HILLMAN Minx grey coupe, 1939, recently overhauled; best offer over £320.—Regent 3309, or Northwood 1681 after 7. [4357

HILLMAN Minx (blue), 1947, with radio, taxed for year; £550; after 5 p.m. No dealers.—77b, Wickham Rd., Brockley, S.E. 4. [4265

1949 Hillman Minx saloon, fawn, 26,000 miles, £725.—Prickers of Holland Park (next door to Underground), Park 5077. [C2016

1939 Hillman Minx saloon, nice condition, £265.—Queens Rd. Autos, 62, Queens Rd., Peckham, S.E.15. New Cross 5989. [C5046

1947 Hillman Minx saloon, in first-class order throughout, £595.—Chesterfield Gardens Garage, Mayfair 6702, London. [8017

HILLMAN, 1946 (Sept.), immac., rebored, ov'hld., regularly serviced; £455, bargain.—Syd. 7976, 139, Kenthouse Rd., Beckenham. [4113

1942 Hillman 10 (not ex-W.D.), immaculate and very excellent chassis; £450.—King's Motors, 1, High St., Rounslow. Tel. 3532. [C2049

1949 (Sept.) Hillman Minx, beige, red hide, heater, tax Dec., '52, excellent; £755, accept near.—71, Beechcroft Rd., Ipswich. [4265

1947 Hillman Minx drop head coupe, black, brown leather upholstery, excellent condition, full licence, £475.—Haskins, Ladbroke 1155. [C3027

1950 Phase IV Minx, heater, radio; £875.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [C1912

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HILLMAN 10

1947 Hillman Minx saloon, black, one owner, excellent condition; £595.—M.B. Motors, 336, New Cross Rd., London, S.E.4. Tideway 3779. [C3010

1947 Hillman Minx coupe, black brown, speedo reading 20,000, ex. cond.—Tickford, Ltd. 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

NOVEMBER, 1946, Hillman Minx drop head coupe, black, superb condition; £595.—Arthur E. Gould, Ltd., Meard St., W.1 (off Dean St.). Gerrard 3970. [4063

1949 (Aug.) Hillman Minx saloon, green, brown leather, 7,000 miles only, as new, fitted heater.—Dobsons, Ltd., Staines, Middlesex. Tel. 801. [C1074

1949 Minx Phase III saloon, finished black, heater and other extras, immaculate condition; £725 or exchange.—Parkers, Ltd., Bradshawgate, Bolton 4080. [4211

£895!!!—Hillman Phase IV Minx saloon, 1950, satin bronze with red leather, nominal mileage, outstanding condition, amazing value at the price.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday/Saturday. [C1035

1950 (Jan.) Hillman Phase IV saloon, black with red leather, in good condition, licensed to end of year; £845.—C. Hayward & Son, New St., Ashford, Kent (Tel. 334). [4105

795gns.—Hillman Minx, 1950 Phase IV saloon, black, red leather, heater, one careful owner, good tyres, exceptional condition; terms, exchanges.—Rowland Smith, below:—

645gns.—Hillman Minx, 1948 series, 10hp Phase II foursome drop head coupe, black, fawn leather, heater, one owner, excellent condition; terms, exchanges.—Rowland Smith, below:—

495gns.—Hillman Minx, Sept. 1946, 10hp de luxe saloon, steel grey, sliding head, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

325gns.—Hillman Minx, June 1938, 10hp foursome drop head coupe, green, green leather, excellent condition; terms, exchanges.—Rowland Smith, below:—

265gns.—Hillman Minx, 1938 model de luxe saloon, green good tyres, very good condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Hillman Minx, export model, right-hand drive, excellent condition, colour pale blue, 15,000 genuine mileage, any trial or examination; £950. —Tel. Cunningham 1191. [C2007

1938/9 Hillman Minx foursome drop head coupe resprayed black with blue leather upholstery, a showroom car; £425; or on very easy hire purchase terms.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days, 9 a.m. to 7.30 p.m. [C2048

1948 Hillman Minx saloon colour grey with blue interior, this car is in immaculate condition throughout; £695.—Grove Garage & Motors, 322, Fore St., Edmonton, N.9. Tot. 4162. [C2029

1948 (September) Hillman Minx drop head foursome coupe smoke grey, blue leather, excellent order, taxed year; £675.—Gee Cars, Ltd., 62, Queenstown Rd., S.W.8. Mac. 3363. [4224

1948 (Feb.) Hillman Minx Phase II drop head coupe, genuine 16,000 miles, as new; £675. —Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4228

1934 Minx, 8,000 miles since engine rebuilt, solid centre clutch, new C.W. pinion, choice of pressed steel or wire wheels, 2 new tyres, 2 retreads, brakes and drums relined; new car turned up.—Tel. For. 5084. [4094

1947 Hillman Minx drop head coupe, a most attractive and well cared for car which has been fastidiously maintained by one owner, all leather upholstery, Ace wheel discs, really must be seen; £575; exchanges, terms.

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. Ilford 3151-2. [C4048

395gns.—Hillman 14, June 1938, de luxe 4-door saloon, black, sliding head, maroon leather, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

XXX 1948 (September) Hillman Minx Phase II saloon, suede green, fawn upholstery, steering column gear change, radio, loose covers, a most attractive car, thoroughly recommended; written guarantee; £635; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2003

TANKARD & SMITH, Ltd., offer 1947 Hillman Minx drop head foursome coupe, in fawn with matching leather upholstery, very carefully maintained and in immaculate condition throughout; £650; 3 months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801/3. [C4026

HILLMAN 21

£135.—1936 Hillman 21 4-door club saloon, clean condition, unrepeatable.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

Hillman Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Hillman cars.—150, Park Lane, W.1. Grosvenor 3434. [0871

PHŒNIX MOTOR Co. (SURREY) Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

Hillman Cars Wanted

R

ROOTES, Ltd.,

DISTRIBUTORS,

REQUIRE modern low mileage Hillman cars.

BIRMINGHAM.—Lower Temple St. (Central 8411).

MANCHESTER.—129, Deansgate. (Blackfriars 6677.)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0108

R

S

ROWLAND SMITH'S, the Hillman buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Hillman.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2003

ALBONS, of Barking, purchase for cash post-war Hillman cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0438

BIRMINGHAM and Midlands.—Low-mileage Hillman modern cars required by George Heath, Ltd., 180, 184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0088

A

GOOD INVESTMENT

Have you a car to sell?

If so, dispose of it by spending a few shillings on an advertisement in these columns.

Many thousands of readers search "THE AUTOCAR" each week and will see YOUR advertisement.

NOTTINGHAMSHIRE distributors, Humber, Hillman, always prepared to purchase first-class condition recent models, Hillman saloons and coupes.—R. Cripps & Co., Ltd., Parliament St., Nottingham. Tel. 46381. [0552

FERRARIS OF CRICKLEWOOD buy Hillman Minx saloons, good 1939 or post-war models; H.P. settled; drive in, write or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open 7 p.m. week-days. [W2008

Hillman Spares and Service

NORMAND, Ltd.

THE best service ensures a longer car life.

BRING your car to 405-9, King St., W.6. Riv. 3665. [0233

LONDON & COUNTIES MOTOR MART, Ltd.

HILLMAN repair specialist (30 years), well-equipped works, servicing, reboring and complete overhauls, spare parts stocked.—79-81 Kings Rd., Fulham, S.W.6. Renown 1183. [0676

CARRIS MOTORS for Hillman spares and service.—Lewisham Bridge, S.E.13. Lee Green 8585. [0720

CROYDON.—Local service promotes satisfaction. Bring your Hillman car to us for regular servicing. Main agents for the Rootes Group—Smith Auto Co., Ltd., 145, London Rd., Croydon. Tel. Cro. 4600/4632. [0668

HOTCHKISS

HAROLD RADFORD & Co., Ltd.

SOLE concessionaires.

1950 (1949 show model) Hotchkiss Paris/Nice 4-door saloon, colour grey with blue leather upholstery, Cotal electric gear box, speedometer reading 26,352 miles, one owner, in excellent condition throughout.

SALES and Service.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

HOTCHKISS

£495!—Prototype of post-war model Hotchkiss 10hp 4-seater cabriolet, this vehicle is magnificent and capable of well over 60mph and late owner alleges 40mpg, the most expensive of the French small cars with torsion bar suspension and aluminium bodywork, this vehicle must be seen to be appreciated; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

Hotchkiss Spares and Service

HOTCHKISS spares and service.—Harold Radford & Co., Ltd., sole concessionaires for Great Britain and Northern Ireland. Spare parts and service for Hotchkiss cars available at Melton Court, South Kensington. Tel. Kensington 6642 (5 lines). [0515

H.R.G.

HAROLD RADFORD & Co., Ltd.,

SOLE distributors for London and Home Counties, offer:—

NEW and unused H.R.G. cars available for early delivery.

1951 (March) H.R.G. 1500cc, colour grey with red leather upholstery, speedometer reading 9,146 miles, in first-class condition throughout (B.M.T.A. consent to sell).

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

1½-litre Aerodynamic H.R.G., first-class condition throughout, 90 top, 70 third, 32mpg, cost new £1,300; accept £700 or near offer; reasons for sale matrimonial.—Box 0585. [4118

H.R.G. Spares and Service

CHARLES FOLLETT, Ltd., have a large stock of spares.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE, Barnsdale Yard, off Elgin Ave., W.9. Tel. Cunningham 5936-7-8. [0594

HUDSON

GUY ALFREDS & Co. offer:—

1938 Hudson drop head foursome coupe, in post-war condition.—6-7, Warren St., W.1. Euston 3268. [C1005

HAROLD RADFORD & Co., Ltd.

1949 (February) Hudson Commodore saloon, colour two-tone grey, speedometer reading 18,501 miles, just passed by Hudson Motors, fitted with radio and heater, left-hand drive, in very good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C3047

BLUE STAR GARAGES, Ltd., offer:—

1947 model Hudson Commodore Eight fixed head coupe, finished polychromatic grey, fitted radio and taxed year; £1,525.—Fortune Green Rd., West Hampstead, N.W.6. Ham. 2211. [C4031

DICKS CAR SALES, The Hudson Specialists offer:—

1939 (September) Hudson 22 saloon, special Country Club model; £525.—Below.

1938 Hudson 17 saloon fitted reconditioned engine; £450.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn. Maida Vale 6888-9. [C1072

WALTER SCOTT, Ltd.—June 1938 Hudson Terraplane, black, 47,000 miles, one owner; bargain, £295; terms, exchanges.—39, College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube). Pri. 5914. [C4006

HUDSON.—Straight Eight saloon, long wheel base, with or without division; this car is guaranteed by the owner to not have exceeded 30,000 miles; recently overhauled and repainted, one owner only, first reasonable offer accepted.—Broom, 17, Headfort Place, Halkin St., Hyde Park Corner, S.W.1. Sloane 1019. [4994

Hudson Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Hudson buyers. Wembley 8691/3905. [0465

Hudson Spares and Service

REPAIRS; reconditioned gear boxes.—10, Winchester Mews, N.W.3. Pri. 6159. [0455

DISMANTLING Hudsons, 1939 17hp, 1937 22hp and 1934 17.—Motolympia, Welshpool. Tel. Oswestry 480. [0425

SPIKINS (TWICKENHAM), Ltd., the Hudson distributors for Hudson reconditioned engines; spares and service; quote chassis number.—83-101, Heath Rd., Twickenham. Tel. Popesgrove 1035-6-7. Telegrams: Spikins, Twickenham. [0568

HUMBER

BROOKLANDS.

1949 Humber Super Snipe, choice of two; £1,175.

103, New Bond St., London, W.1. Mayfair 8351/6. [C1029

CAR MART, Ltd.

1950 Humber Super Snipe saloon, heater, 11,000 miles; £1,195.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

PRIDE & CLARKE, Ltd.

£1125.—1950 Humber 14 Hawk saloon, metallic bronze/red leather, 16,000 miles, one owner, perfect condition.

THREE months' guarantee; terms, exchanges; lists. —158, Stockwell Rd., S.W.9. Brixton 6251. [4192

1937 Humber 12 saloon, very well kept car; £260.

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green. Speedwell 8692 or 3408. [C2019

1950 Humber Snipe, 14,000 miles; £1,495; terms arranged.—Holmes & McCarthy, Palmers Green 6831. [C40

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

HUMBER

PRIDE & CLARKE, Ltd.

£429—1947 Humber Snipe 17.9 saloons black/brown leather, one owner, choice of two. THREE months' guarantee; terms, exchanges; lists. A. —158, Stockwell Rd., S.W.9. Brixton 0251. [4193

B. J. HUNTER, Ltd., offer:—

1950 series Humber Hawk saloon, fitted radio, heater, etc., one owner, superative condition; £1,125.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

WARWICK WRIGHT offer:—

1950 Humber Hawk 16hp saloon, black, brown leather, 8,000 miles.

1950 Humber Super Snipe Mark III saloon, grey, grey leather, 11,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761 [C4045

LAYTONS OF OXFORD offer:—

£2175—Humber Imperial, 1951, in remarkable condition, only done 5,000 miles, finished in black with leather front seat and cord rear seats; terms if required over 18 months.

LAYTONS OF OXFORD (MOTORS), Ltd., New Rd., Oxford. Tel. 3381. [C2054

ARTHUR MULLINER, Ltd., offer:—

1950 Humber 2¼-litre Hawk saloon (16hp), first registered 1.11.50, two owners (same family), 14,000 miles, an exceptional example of this most desirable and popular model; it will pay you to telephone or write for the latest price list of our comprehensive stock, and details of our incomparable six months' guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019/1

R. J. SHANKS & Co., Ltd. (Est. 1897) offer:—

1946 Humber Super Snipe saloon, black, brown leather, taxed to end of year, supplied and serviced by us and in excellent condition; £695.—Baker St., Weybridge, Surrey. Tel. Wey. 117. [3778

PHŒNIX MOTOR CO. (SURREY), Ltd., offer:—

1950 Humber Super Snipe 5-seater touring limousine, grey, grey leather, moderate mileage, fitted extras; a similar new model £1,743; our price £1,175!!!

1950 (Oct.) Humber Hawk Mark IV saloon, green, red leather, 5,000 miles, another 9,000 miles; £1,245; both cars at today's reduced prices!!!

PHŒNIX MOTOR CO. (SURREY), Ltd., Sutton, Surrey. Vigilant 1121. [C3044

HUMBER, first registered 1946, 27hp saloon; £500.—Wilson, Kensington 0046. [4254

GORDON CARS (LONDON), Ltd.—1950 Humber Hawk 16hp saloon; £1,195.

GORDON CARS (LONDON), Ltd.—1949 Humber Hawk 14hp saloon; £1,095.

GORDON CARS (LONDON), Ltd.—1946 Humber Hawk 14hp saloon; £850.

GORDON House, 375, Euston Rd., London, N.W.1. Euston 6611. [C2025

1950 Humber Super Snipe Tickford coupe, silver sand, red leather, radio heater, one owner, ex. cond.

1947 Humber Pullman lim., one owner, radio, heater, 25,000 miles, excep. cond.—Tickford, Ltd., 8 Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

RECONDITIONED Super Snipe chassis 1948 model, new body fitted, needs spraying and completing drive away; £550.

R. J. GRIMES, Ltd., Hadleigh Garage, Maripit Lane, Cobham, Surrey. Cobham 3637. [0657

HUMBER Super Snipe, 1947, grey, first-class condition motor and body, owner-driver; quick sale £685.—Speedwell 2106. [4348

1949 Humber Imperial saloon, beige upholstery, 26,000 miles, chauffeur driven, heater, excellent condition.—Box 0607. [4175

1950 Humber Hawk saloon, sea green, 15,000 miles only, very carefully used; £1,125.—John Trigg, Ltd., Esher 1254. [C3055

1948 Humber Snipe, recent new engine, perfect condition; £950.—Carr Bros., The Soho Garage, 21, Soho Sq., W.1. Ger. 6678 [4368

HUMBER Super Snipe, 1949, recently rebored and overhauled by makers, superb condition, radio, heater, loose covers; £1,400.—Apply Box 0448. [3702

1949 Humber Super Snipe, 20,000 miles; £865.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1950 Humber Hawk 14hp saloon, black, heater and H.M.V. radio, 16,000 miles, A.A. report available; £1,025.—Campbell Symonds, Wembley 0262. [C1037

1949 Humber Hawk saloon, black with fawn leather, most attractive condition; £975.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1950 Humber Hawk 16hp saloon, radio, heater, 10,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

HUMBER S.-Snipe, 1940, 12,000 since £100 overhaul, very nice condition; nearest £400; consider older 12hp car and cash.—169, Almondbury Bank, Huddersfield. [4158

1951 (Nov., '50) Humber Hawk 16hp saloon, green, speedometer 9,000 miles but looks less; £1,295; hire purchase or exchange.—Ernest Sutton, Tel. Regate 4. [C4023

1950 Humber Imperial 7-seater saloon, maroon, brown upholstery, radio, one owner, first registered July, 1950; total mileage 24,500, condition as new; £1,650.

W. P. MAIDENS, Sleaford, Lincs. Tel. 135. [3644

HUMBER

£565!!!—Humber 16hp Snipe saloon, 1946, very late registration, full 5-seater body with leather interior, nominal mileage only, fast yet very economical.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard. Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday/Saturday. [C1085

1949 Humber Super Snipe saloon, black with brown leather, very carefully maintained; £1,095.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

370 miles.—1951 type (Oct.) 1950 Humber Super Snipe saloon, heater, Mk. III.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

£395.—1936 Humber Pullman 7-seater face-forward occasionals, immaculate.—Le Grice Elers, Ltd., 107-7, Old Brompton Rd., South Kensington, S.W.7. Kensington 2477. [C2055

1949 Humber Super Snipe saloon; £1,050, black and brown leather, mileage 25,000, fitted heater, one owner, beautifully kept.—Dr. Carnegie-Brown, London Rd., Sleaford. [4024

1937 Humber Pullman limousine, face-forward seats, 5 new Dunlops, taxed year, colour black, low mileage, this car has been chauffeur kept and is in immaculate condition; £575.

1949 Humber Hawk, colour black, and brown leather, heater, moderate mileage, taxed year; £1,100.

1949 Humber Super Snipe saloon, black, and brown leather, mileage 18,000, radio, spotlessly clean; £1,075.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead 5431/2. [C2011

1939 Humber 27hp Imperial saloon, colour beige, in excellent condition throughout, engine recently sleeved and overhauled, good tyres; £450.—Cox, Haytour, Field Way, Cowley, Middx. [3956

1946 Humber limousine, colour black, cloth upholstery, works maintained, chauffeur driven, good condition, seen by appointment; offers to—A. C. Cossor, Ltd., Cossor House, Highbury, N.5. [4226

430 gns.—1940 Humber 16.9hp 4-door de luxe saloon, reconditioned engine, leather upholstery, magnificent condition; £155 deposit.—George Clarke (Motors), Ltd., 278, Brixton Hill, S.W.2. Tulse Hill 3211. [C1049

1950 Humber Hawk (Mark III) for sale by private owner, beige with red leather, heater, etc., exceptionally well maintained, low mileage, taxed; H.C. or A.A. inspection welcomed; £1,525 or reasonable offer.—Box 0547. [4070

NEW Humber Pullman 7-passenger limousine and Humber Imperial 7-seater saloon without division available for almost immediate delivery; write for brochure and fullest of details; your present car taken in part exchange.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

1951 (June) Humber Super Snipe, 4,000, new showroom cond., grey, one owner, heater, loose covers, R.M.T.A. permission to sell subject to compln. balance of covenant, at 1951 list price.—Wolsey, 327, Central Markets, E.C.1. [4321

1951 model (27.10.50) Humber Pullman limousine, leather front, beige West of England cloth rear with tailored seat covers to match, radio, low mileage, chauffeur kept, immaculate; £1,375.—G. E. Harper, London Rd., Stevenage. Tel. 700 & 701. [4184

1949 (October) Humber Hawk, black, brown leather, 10,000 careful miles, one owner, really well kept and genuine like new; list price £1,082; today's best value at £895; exchanges, deferred terms.—John S. Truscott, Ltd., 175, Westbourne Grove, W.11. Bay. 6274.

HUMBER Super Snipe drop head coupe by Tickford, first licensed 11.11.48, total mileage 46,000, a new engine was fitted 7,000 miles ago, painted dark green, heater and wireless and other extras fitted; offers to—G. Mackay & Son, Ltd., West Park, Harrogate. Tel. 5041-2-3. [4325

ARCHIE SIMONS & Co., Ltd.—1949 Humber Pullman limousine, colour black, large face-forward occasionals, winding division, privately owned, nominal mileage, an opportunity to purchase this lavishly appointed carriage, including radio and heater, at less than half its original price; offered at £1,275.—94, Gt. Portland St., W.1. Lan. 1343. [C3013

A & S Limousines, 1937, partition widest occasionals, Thrupp Maberly (swept tail) black, bargain. Also

LIMOUSINE, 1947, partition, forward occasionals, wonderful condition throughout, small mileage, private, low cost.

1949 Limousine, Phase-II, partition, forward occasionals, low mileage, original owner, delightful condition, £1,295.

APE & SAUNDERS (100-Limousines) Providence Court North Audley Street. Mayfair-2941. [C1006

Humber Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Humber cars.—320, Euston Rd., N.W.1. Euston 1212. [0872

ROWLAND SMITH'S

ROWLAND SMITH'S, the Humber buyers.—Hampstead High St. (Hampstead Tube). Ham. 6401. [0942

PHŒNIX MOTOR CO. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

ALMOST new Humber required; cash payment.—Morley, 52, Streatham Hill, S.W.2. Tulse Hill 4498. [0846

Humber Cars Wanted

ROOTES, Ltd.

DISTRIBUTORS,

REQUIRE modern low-mileage Humber cars.

BIRMINGHAM.—Lower Temple St. (Central 9411).

MANCHESTER.—129, Deansgate (Blackfriars 6677).

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3232.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [C106

CASH immediately for good Humber.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2903

BIRMINGHAM and Midlands.—Low-mileage Humber modern cars required by George Heath, Ltd., 160-164, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0096

CRIPPS, of Nottingham, urgently require all types of Humber cars, recent models, send full particulars.—R. Cripps & Co., Ltd., The Humber Distributors, Parliament St., Nottingham. Tel. 46361. [0553

Humber Spares and Service

DE NORMANVILLE gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2931. [0785

THE Humber Specialists for all spares.—Ring Uplands 3637. See advt. under Parts & Accessories.

INVICTA

1931 Invicta, first registered 1st June, 1931, 15hp, believed to be the actual car that won the 1936 Monte Carlo Rally, in very good mechanical order and a very attractive looking motor car; offers invited.—J. E. Pearson & Co., 20, Victoria St., Liverpool, 2. [4160

JAGUAR

HENLYS, Ltd.

ENGLAND'S Largest Jaguar Distributors.

SELECTION of all models at attractive prices.

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2297.)

HENLY House, 385, Euston Rd., N.W.1. (Euston 4444.)

DEPOTS at:—

MANCHESTER (Blackfriars 7043).

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BOURNEMOUTH (Bournemouth 6314).

NORTHAMPTON (Northampton 907).

CAMBERLEY (Camberley 77).

HOUNSLOW (Hounslow 3454).

FINCHLEY (Finchley 0081).

GREAT West Rd. (Ealing 5477).—Official Jaguar Service Station.

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0627

DICKS

1939 Jaguar 1½-litre drop head foursome coupe, £495.

DICKS CAR SALES Ltd., 565-601, High Rd., Kilburn, Maida Vale 6868-9 [C1072

CAR MART, Ltd

1949 Jaguar Mark V 2½-litre saloon, 12,000 miles; £1,495.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

R. F. FUGGLE Ltd.

1949 3½-litre Jaguar, 6,000 miles, black, interior red leather.

R. F. FUGGLE Ltd., Bushey Heath, Herts. Tel. 1865. [C2017

B. J. HUNTER, Ltd., offer:—

1949 Jaguar 3½-litre Mark V saloon, numerous extras including fitted suitcases, radio, heaters, etc.; £1,075.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6305. [C2040

MONTROE MOTORS offer:—

1936 Jaguar 12 saloon de luxe, excellent condition; £365.

MONTROE MOTORS (N. H. Boswell), 91-7, Engine New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C3015

GUY ALFREDS & Co. offer:—

1950 Jaguar Mark V, 16,000 miles, radio, heater, black brown, one owner, practically as new; end of financial year; to clear £1,465.—6-7, Warren St., W.1. Euston 5268. [C1005

ARTHUR MULLINER, Ltd., offer:—

1950 Jaguar Mark V 3½-litre saloon, first registered 20.5.50, black with tan leather upholstery very carefully driven for its 9,000 miles, one owner, fitted radio and heater, in immaculate condition throughout; it will pay you to telephone or write for the latest revised price list of our comprehensive stock, and details of our incomparable six months' guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JAGUAR

MONTROE MOTORS offer:—

1939 Jaguar 1½ saloon, beige, smart; £535.

MONTROE MOTORS (E. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C3015/1

GLANFIELD LAWRENCE offer:—

1947 Jaguar 1½-litre Special Equipment saloon, black/brown, engine reconditioned, superb; £895.—407, High Rd., N.12. Finchley 0091. [C2055

WEMBLEY COURT MOTORS offer:—

1950 Jaguar Mark V 2½-litre saloon, black, fitted H.M.V. radio, condition as new throughout, outstanding bargain; £1,375.

1949 Jaguar Mark V 3½-litre saloon, black, fitted H.M.V. radio, perfect condition throughout, any trial; bargain; £1,450.

1939 Jaguar 1½ saloon, silver gunmetal, red leather, in excellent mechanical condition throughout; any trial; £495.—Wembley Court Motors, High Rd., Wembley. Wembley 0266. [C4050

GUY SALMON AUTOMOBILES offer:—

1947 Jaguar 1½-litre special equipment saloon, good condition; £750.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

D. J. SHEPHERD & Co (ENFIELD) Ltd.

1950 3½-litre Mark V Jaguar, colour grey, blue leather interior, small mileage, showroom condition.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009

JOE THOMPSON (MOTORS), Ltd., offer:—

1951 model Jaguar 3½-litre, colour black, 8,000 miles, £1,700.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

1950 Jaguar 3½-litre Mark V saloon, speedometer reading 8,100 miles, extras, one owner.

RIPCO, Ltd. (Jaguars Purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2952. [C3052

XK120 Jaguar, registered November 1950, not raced, good condition; £1,600 for quick sale.—Box 9617. [4232

1938 Jaguar 3½-litre saloon, grey, reconditioned throughout, recellulosed, looks a 1948 car; £595.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8082. [C3004

£525—1938 2½-litre S.S.100, or exchange drop head.—H. Birkby, Carneles Green, Wormley, Herts. [3104

1939 Jaguar 1½-litre, perfect; £425.—Carr Bros., The Soho Garage, 21, Soho Square, W.1. Ger. 6678. [4363

3½-litre Jaguar 1939 saloon, engine overhauled, new tyres, good condition; best offer over £450.—Romford 4133. [4176

1939 Jaguar 2½-litre, immaculate; £450.—Carr Bros. The Soho Garage, 21, Soho Square, W.1. Ger. 6678. [4364

NOV., '47, 1½-litre Jaguar special equipment saloon, black, green upholstery, in immaculate condition throughout; £895.

BIRKETT MOTORS, Ltd., 72-74, High Rd., South Woodford, E.18. Buckhurst 3766. [C1021

1939 1½-litre Jaguar 4-door saloon; £425.—Jaguder, Ltd., 225-7, Hammersmith Rd., W.6. Riverside 6677-8. [C3043

1950 (March) Mark V 2½-litre saloon, black, brown hide, H.M.V. radio, one owner, immaculate order; £1,395ons.

CLARKE & SIMPSON, 73-79, Cadogan Lane, S.W.1. Sloane 4727. [C1046

JAGUAR, 1939 1½-litre black saloon, discs, radio, mechanically sound, good condition throughout; £525 o.n.o.—Seven Kings 9983. [4266

FOR sale, Jaguar 1946 (Aug.) 1½-litre 4-door saloon, green, showroom condition; £800.—Hobbs Bros., Saffron Walden, Essex (Tel. 5239). [4066

R. P. POWELL MOTORS, Ltd., for Jaguar cars.—East London area dealers.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9. [0700

1949 (September) Jaguar Mk. V saloon, 15,000 miles, immaculate.—Sidney Marcus, Ltd., 35, Sloane St., S.W.1. Tel. Sloane 5557. [C3006

JAGUAR, '47, 2½, spotless, lavender grey, upholstery red, excellent engine, radio, licensed year, tha terms appr buyer; £675.—Tel. Kni. 2859. [4272

JAGUAR 2½-litre 1940 saloon, reconditioned engine, clean reliable car throughout, sacrifice £365.—7, Richmond Rd., Handsworth, Birmingham. [4312

1948 2½ Jaguar saloon, black, exceptional condition, £950; trade enquiries welcomed.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [C3040

1936 S.S. Jaguar 12hp sports saloon, black, red leather, genuine 35,000 miles since new, has been laidup e long period, one owner, exceptionally fine car.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [4001

1949 Mark V Jaguar sal., 50,000 miles, one owner, blue, radio, heater, ex. cond.—Tickford, Ltd., 6, Upper St. Martin's Lane, W.C.2. Temple Bar 5558. [C4029

JAGUAR, 3½-litre, September 1950, out of covenant, 14,000 miles, cream with red leather upholstery.—Mrs. W. J. Lorimer, Northfield, Barrow-on-Soar, Leics. [4289

1949 Mark V saloon, first registered August, mileage under 12,000, colour green, radio and extras; £1,450.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4000. [4210

JAGUAR

1½-litre Jaguar saloon (1946), grey with red leather, carefully owned; £695.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1947 1½-litre Jaguar, special equipment saloon, black, immaculate condition; £795.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

1947 3½-litre Jaguar saloon, upholstery pigskin, fitted radio, heater, ace discs, immaculate; nearest offer £800.—Gunton, 57, Warwick St., Haslingden, Lancs. [4332

WALTER SCOTT, Ltd.—1948 Jaguar 3½-litre, black, exceptional condition; £795; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5814. [C4006

JAGUAR (1939) 1½-litre green saloon, leather upholstery, good condition, 5 new tyres, new battery; £450.—180, Barcombe Ave., Streatham Hill, London, S.W.2. Tul. 2557. [4137

1947 3½-litre saloon, black/red leather interior, one owner since new, numerous extras; £750 or exchange.—Parkers, Ltd., 176, Deansgate, Manchester. Dea. 4507. [4209

LANCASHIRE specialised sales, repair and spare parts service, large stocks available.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Tel. Deansgate 4507. [0594

1950 (Nov.) Jaguar XK120 sports, 9,000 miles, serviced by Jaguar dealers from new, exceptional car.—Newton of Huddersfield, Viaduct St., Huddersfield. Tel. 5311. [4050

625gns.—Jaguar, July 1946, 1½-litre saloon, black, sliding head, brown leather, Ace discs, unworn tyres, excellent condition; terms, exchanges.—Rowland Smith, Ltd.

595gns.—Jaguar, July 1946, 3½-litre saloon, black, sliding head, brown leather, one owner, very good condition; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1950 Mark V Jaguar saloon, moderate mileage, black with brown leather, unusually fine condition; £1,500.—Halls (Pinchley), Ltd., Arcadia Ave., Finchley, N.3. Finchley 1906-9. [2533

£730—1947 Jaguar 3½-litre saloon, black, brown leather, heater, two owners, in very nice condition.—Vandervells (Buyers of Good Used Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [C4057

£1275—Mark V saloon, grey, red leather, 11,000 miles, one owner, taxed year, as new throughout.—Potter & Richards, 35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C3045

1949 (October) Mark 5 Jaguar 3½-litre, colour grey, red interior, fitted H.M.V. radio, immaculate condition, 20,000 miles; price £1,250.—Bradleys, 110, Geldard Rd., Leeds, 12. Tel. 30451. [4170

CAMDEN MOTORS.—Jaguar 1½-litre 14hp drop head foursome coupe, 1939, black, red leather, coachwork above average for the year, particularly good runner; offered at the most attractive price of £395.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp sports saloon, 1939, black/brown, original finish, typical lively Jaguar performance; £445.

CAMDEN MOTORS.—Jaguar 1½-litre 14hp special equipment saloon, late 1947, in attractive Jaguar green with green hide, all usual extras, air conditioning, passlights, etc., bills available for recent overhaul by makers; £845.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1937 a fast, powerful car with attractive modern lines, good engine and tyres; £295.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, 1939, black, dark green leather, chromework particularly good, recent overhaul to steering, back axle and brakes, fitted Ace wheel discs, etc.; £445.

CAMDEN MOTORS.—Jaguar 2½-litre sports saloon, June, 1940, a very fine car, genuine one-owner specimen (original log book), coachwork and interior really well maintained and up to post-war standard, complete mechanical overhaul by Messrs. Jaguar cars at cost of over £220, all bills and schedule of work available; £595.

CAMDEN MOTORS.—Jaguar 2½-litre drop head foursome coupe, 1948 (May), one of the very rare and highly prized post-war coupes, immaculate coachwork with brown leather interior, fitted radio and heater, nominal mileage only; £945.

CAMDEN MOTORS.—Jaguar 3½-litre drop head foursome coupe, 1939 model, in Jaguar green with brand new mohair hood, a really smart car with beautiful performance; £495.

CAMDEN MOTORS.—Jaguar 3½-litre sports saloon, 1946, black, brown leather interior, radio and heater, 21,000 recorded miles only, most attractively and unrepeatably price; £865.

CAMDEN MOTORS.—Jaguar Mark V 3½-litre sports saloon, February, 1950, green with green leather, radio, heater, seat covers, one owner, wonderful condition; £1,345.

CAMDEN MOTORS, Jaguar Specialists, Lake St., Leighton Buzzard, Beds. 'Phone 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [C1055

ROSE & YOUNG, Ltd., offer: 1950 Jaguar Mark V saloon, very low mileage, radio, metallic silver; £1,525.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 4464. [C3057

1938 drop head foursome 3½-litre, superb performance, magnificent appearance, no spares problems, 20mpg plus on fitted overdrive, taxed, good tyres; £475 or offer;—65, Victoria Rd., Worthing 4655. [4207

4700 miles.—Jaguar 3½-litre Mark V, June 1950, colour black with brown leather upholstery, fitted radio, heater and seat covers, taxed to December; £1,450, one owner.—Kitchener, 25, Kimbolton Rd., Bedford 3353. [4351

1950 Jaguar Mk. V saloon, 3½-litre, lavender grey and red leather, immaculate condition, one owner, mechanically sound, under 15,000 miles.—Hotel Alexandra, Queen's Promenade, Douglas, Isle of Man. Tel. 2782 or 1958 Douglas. [5166

JAGUAR

1949 S.S. Jaguar 1½-litre saloon, black, excellent condition, fitted radio; £875.—John Whalley, Ltd., London Rd., Bishop's Stortford. Tel. 181. [C4051

1950 Jaguar Mark V saloon, finished black with fawn leather, has been well maintained; £1,650.—Stratstone, Ltd., 40, Berkeley St., W.1 (Mayfair 4404). [C4022

1946/7, registered November, 1946, Jaguar 3½-litre saloon, fitted heater, demister, most beautifully and attractively finished in Jaguar gunmetal grey, interior upholstered in silver/grey leather, the whole car is unbleemished, mileage 32,000, fitted chrome Ace discs, indistinguishable from new in every detail, £650; also similar model to above pre-war coupe, beautifully refinished black with new maroon mohair hood, new engine February, 1952, a superb car, £450. We have several Jaguars, 1½-litre saloons and coupes, from £450.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Manchester, 6. Pen. 3457. [C3000

Jaguar Cars Wanted

CMTHE CAR MART, Ltd., wish to purchase Jaguar cars.—150, Park Lane, W.1. Grosvenor 3434. [0875

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jaguar buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0943

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted, good condition, post-war Jaguar car; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0234

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

MAIN dealers, urgently require modern Jaguar cars.—Tel. Palmers Green 1305/7173. [W4002

MARSTON MOTOR Co., Ltd., for your Jaguar.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

CASH immediately for good Jaguar.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

Jaguar Spares and Service

HENLYS, Ltd.,

ENGLAND'S Largest Jaguar Service Station.

GREAT West Rd., Brentford. (Ealing 3477).

SPARES and replacement engines for all models.

AND at Manchester, Cheetham Hill Rd., Deansgate (2316-7).

QUICK completion of repairs.

[0563

SAUL & SLATTER, Ltd., 44-46, Aldermans Hill, N.13.

FULL stock of spares; Jaguar repairs and maintenance.—Service Station: Green Lanes, N.13. Palmers Green 1205/7175. [H4002

PEERLESS MOTORS, Ltd., main dealers for Buckinghamshire.—Jaguar spares; replacement units and repair facilities.—Bath Rd., Slough. Tel. 22594. [0430

R. P. POWELL (MOTORS), Ltd., East London area dealers for Jaguar cars, sales, service and spares.—321, Romford Rd., Forest Gate, E.7. Maryland 4818-9.

LEONARD WILLIAMS & Co. (1940), Ltd., offer Jaguar service by factory trained personnel at Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 3400. [0528

WEMBLEY COURT MOTORS SERVICE STATION.—Comprehensive range of all Jaguar spares in stock; specialist service and maintenance for Jaguar cars.—Wembley Court Motors Service Station, Forty Avenue, Wembley. Arnold 1154-5. [0719

J.B.M.

NOEL ROSCOE offers:—

1948 J.B.M. open 4-seater super sports, Ford Mercury engine; this car is in perfect condition, terrific performance, Dunlop racing tyres, mohair hood and screens; £475; exchanges, hire purchase.—Amersham Rd., Chalfont St. Giles, Bucks. Tel. 182. [C3062

JEEP

1952 (first reg.) Jeeps, all types, spares.—Davies & Groves, 1-5, Dorset Close, N.W.1. Pad. 8345. [0619

WHAT car costs less than £500 and is as good as new? —a Metamet converted Jeep.—86b, Belsize Lane, N.W.3. [2535

AUTOWORK, Ltd., Winchester, for good Jeeps and trailers, comprehensive stocks of spares.—Winchester 4834/5406. [C1010

JEEP.—Willys, 1947, fitted coachbuilt ash shooting brake, body costing £200, 1949, needs rebore; £175.—B'ham, Acocks Green 5534. [4242

JEEPS.—Britain's leading Jeep specialists, all spares in stock; prompt despatch; rebuilt Jeeps detachable bodies, utilities, 24-hour service.

MOTORCRAFT GARAGES, Station Approach, Gunnersbury, W.4. Chiswick 3013, 0621. [0241

JEEPS, right or l.h.d., range of bodywork, private or commercial.—Wick Autos, 100% Jeep Firm, Hampton Wick, Kingston-on-Thames (4718). [0820

JEEP 2-berth sleeper, long wheelbase tourer de luxe, with fold-down upholstery, and luggage boot, ideal for abroad, to save your currency, one only in stock at moment; £675.—Wick Autos, Hampton Wick, Kin. 4718. [4034

UNIVERSAL CAR DISTRIBUTORS (LONDON), Ltd.—Jeep spare parts, home and export; all spares stocked; exchange plan engine, gear box, water pump, etc.; new hoods, gasket, sets, brake linings, etc., etc.—331-333, High Rd., Chiswick, London, W.4. Chiswick 1919. [0093

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

JEEP

W. J. REYNOLDS (MOTORS), Ltd., Main Ford and Fordson Distributors, have pleasure offering Jeep utility, extended wheelbase, good coachbuilt roomy body with comfortable seating, almost civilian appearance; £295.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [4218

Jeeps Wanted

ROWLAND SMITH'S, the Jeep buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

Jeep Spares and Service

100% Jeep firm, all spares by return, or over counter, small or large quantities.—Wick Autos. (See under Jeeps.)

JACK OLDING & Co., Ltd., Willys-Overland Distributors for the United Kingdom. Spares and Service: 84/90, Holland Park Avenue, W.11. Park 5077. [0190

JENSEN

£375!—Jensen sports 4-seater, this vehicle is tremendous and beautiful and literally looks as modern as an expensive £1,000 sports car, and no one looking at or driving this vehicle could possibly believe that we are only asking £375; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

JOWETT

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A

JOWETT

FROM

CLARKE'S OF PIRBRIGHT.

PIRBRIGHT, Surrey.

WE would remind Jowett owners that Jowett Cars, Ltd., recommend that their cars are serviced by Jowett main agents; we regard ourselves as the leading main agent in the South of England as we operate a day and night service in the Woking, Aldershot and Guildford area of Surrey, and have factory trained mechanics and an immense stock of spares and equipment to deal with all repairs and services to Jowett products.

OUR used stock, carrying a 6 months' guarantee, includes:—

1951 1950 and 1949 Javelin de luxe saloons.

1950 standard saloons.

1947 vans.

TRADE enquiries invited.

CLARKE'S OF PIRBRIGHT, Pirbright, Surrey. Brookwood 2201/2. [0322

H

M

BENTLEY & PARTNERS, Ltd.

1950 model Javelin standard saloon, green with fawn cloth, 6 months' guarantee; £895.

1951 (May) Javelin de luxe saloon, grey with red leather several extras, 6 months' guarantee; £1,195.

9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

DENHAM SERVICE STATION, Ltd.

THE used Javelin enthusiasts offer:—

£950—1950 (October) Javelin de luxe saloons, grey, red leather, reconditioned unit with 1952 modifications, one owner.

£925—1950 (October) Javelin de luxe saloon, black, brown leather upholstery, recent overhaul, in our own works, one owner.

£925—1950 (October) Javelin de luxe saloon, blue, beige leather, one owner.

£795—1948 Javelin de luxe saloon, black, beige leather, one owner, low mileage.

DENHAM SERVICE STATION, Ltd., Oxford Rd., Denham, Bucks. Denham 2266. [C1070

GUY SALMON AUTOMOBILES, offer:—

1949 Jowett Javelin, one owner, excellent condition; £795.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

JOWETT and Javelin main agents, spare and specialised Service.—Colliver-Fisher, Ltd., Northwood, Middx. Tel. 777 (4 lines). [0422

1952 Jowett Javelin de luxe, subject to B.M.T.A.'s permission.—Apply Mrs. K. A. Collin, The Hall, Bulby, nr. Bourne, Lincs. Tel. Edenham 226. [4054

JAVELIN, 1950, very special model with host of extras, specialists mind., many 1952 fittings, small mileage, almost as new; £1,095.—Godfreys, Ltd., Croydon. Cro. 3641. [4334

JOWETT Javelin 1949 de luxe, entirely works maintained, most 1951 mod., including engine, large lamps, speedometer 20,000; £300 under list.—10, Bankfield Drive, Shipley, Yorks. [3667

COOTER & GREEN, Jowett Main Agents.—Javelin and Bradford spares and repairs, sales and service.—Eden Park Garage, 485, Upper Elmers End Rd., Peckenham, Kent. Tel. Beckenham 2565. [0302

1949 Jowett Javelin de luxe saloon, leather upholstery, golden sand, in very good condition throughout, exceptional value; £750.—Wembley Court Motors, High Rd., Wembley. Wembley 0266. [C4050

Jowett Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Jowett cars.—320, Euston Rd., N.W.1. Euston 1212. [0874

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Jowett buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

Jowett Cars Wanted

DENHAM SERVICE STATION, Ltd., wish to buy late model, low mileage Javelins.—Oxford Rd., Denham, Bucks. Denham 2266. [W1070

Jowett Spares and Service

MILESTONE'S (SERVICE GARAGE), Ltd., main agents, Jowett Javelin, Bradford vans and trucks.

LARGEST stock spares in Southern England, immediate despatch trade or private.—Tel. Erith 2469. 2629. 308, Erith Rd., Bexleyheath. [0571

CROYDON.—Godfrey's Ltd., for full Jowett service and comprehensive range of spares.—228, 234, London Rd., Croydon. Cro. 3641. [0463

COLLIVER-FISHER, Ltd., excel in supporting their Main Agency. Unsurpassed service. Spare and replacement units.

NORTHWOOD, Middx. Tel. 777 (4 lines). [0009

BUNTING'S MOTOR EXCHANGE offer unrivalled service of spares and repairs for Jowett Javelin and Bradford.—Bonnersfield Lane, Harrow. Tel. 6225-6.

IN South Bucks.—Gordon White & Co., Ltd., are your Javelin Jupiter and Bradford main agents for specialised service and spares.—Tel. Gerrards Cross 2077. [0396

KINGSTON-ON-THAMES main agents for Jowett Javelin and Bradford vans, spares and service.—G. W. Wilkin, Ltd., 1, Weston Park and 84, Eden St., Kingston 2241-2. [0879

A. V. MOTORS, Ltd., Park Rd., Teddington, Middlesex. Tel. Kingston 0710.—The Jowett specialists and area agents; over 28 years' Jowett experience; spares and service. [0759

JOWETT Javelin, Jupiter and Bradford; for the convenience of the trade full spares service, repairs and guarantee claims facilities now available at 7-9, Russell Parade, Golders Green Rd., London, N.W.11. Speedwell 9761 (10 lines). [0023

LAGO TALBOT

BARTLETT.—The only car of its type, 120mph Lago Talbot, 6-cyl. ohv engine, twin carburettor, Lago head, Cotal gear box, hydraulic brakes, independent suspension, fitted magnificent streamlined 2-seater coupe body with sunshine roof by Figoni, one of the prettiest ever built, fared in special Lucas headlamps, radio, twin speaker, chromium-plated wheels, finished in grey with blue leather upholstery, superb road holding, standing kilometre 34 seconds; price £1,750.—27a, Pembridge Villas, W.11. Bayswater 0523. [C1013

LAGONDA

BROOKLANDS.

LAGONDA Distributors; latest models for demonstration.

1950 Lagonda 2.6-litre saloon, 10,000 miles only; choice of two.

BUY or Sell Your Car.

103, New Bond St., London, W.1. Mayfair 8351-6. [C1029

GUY SALMON AUTOMOBILES.

LAGONDA and Aston Martin agents.

1952 demonstration model coupe available.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

HAROLD RADFORD & Co., Ltd.,

OFFICIALLY appointed Lagonda retailers.

SALES and service at Melton Court, South Kensington, London, S.W.7. Kensington 6652 (5 lines). [0264

PERFORMANCE CARS, good selection always available, writen guarantee.—See under "Sports Cars."

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.).

1935 4½-litre Rapide sports tourer, engine completely overhauled, fine order throughout.

1937 L.G.45 4½-litre drop head coupe, centre change gear box, well maintained throughout.

1939 series L.G.6 4½-litre sports saloon, comprehensive overhaul now in progress, splendid example of popular model.

1939 V.12 4-seater drop head coupe, immaculate order, low total mileage and only 10,000 covered since fitment of completely reconditioned modified engine by Lagonda, Ltd.

FURTHER particulars of these and other models available on request.

DAVIES MOTORS, Ltd., 273, London Rd., Staines. Tel. Staines 4211-2-3-4-5 or (private) Popesgrove 5384. [0287

9000 miles.—1950 2½-litre Lagonda coupe, many extras, immaculate condition throughout.—Sidney Marcus, Ltd., 33, Sloane St., S.W.1. Tel. Sloane 3557. [C3006

LAGONDA 4½-litre 1937 drop head coupe, magnificent in ivory; engine overhauled.—Swanmore Garage, 176, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C4024

LAGONDA 3-litre pillarless saloon, 1933/4, grey with green interior, new batteries, good tyres, in perfect condition throughout, radio; £190.—151, Baldwins Lane, Hall Green, Birmingham. [4256

1951 Lagonda drop head coupe, demonstration model, dark green with grey upholstery, Radiomobile fitted; also 1952 model available, new, unregistered, to above specification, less radio.

W. F. MAIDENS, Sleaford, Lincs. Tel. 135. [5642

OPEN 4-seater 3-litre Lagonda, bills for over £200 for improvements since 1951, spotless condition, g. 100 lamps, good tyres; genuine enthusiast's car; £325.—45, Shirehall Park, N.W.4. Hendon 1648. [C4040

1939 V.12 medium chassis 4-door saloon, grey, works overhaul Dec. 1951, latest modifications, 4 new tyres, mileage 22,000, excellent condition; owner received delivery new car.—Apply Box 0627. [4298

LAGONDA

CYRIL WILLIAMS MOTORS, Ltd., Lagonda and Aston Martin distributors, Cleveland St., Wolverhampton, offer 1950 2.6-litre saloon in grey with blue leather, 15,000 miles; 1952 drop head coupe, finished in orient blue with red leather. [4101

Lagonda Cars Wanted

ROWLAND SMITH'S, the Lagonda buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

Lagonda Spares and Service

DAVIES MOTORS, Ltd. (managing director, J. E. Davies, 20 years' service manager to Lagonda, Ltd.), for all forms of Lagonda repair and maintenance—no matter what its type we can offer specialised service.

273, London Rd., Staines. Tel. Staines 4211-2-3-4-5. We are open on Saturday mornings. [0217

LANCHESTER

STRATSTONE, Ltd., Lanchester Distributors.

1951 (May) Lanchester 10h.p. saloon by Barker, black with brown leather; radio; heater and loose covers; 5,700 miles only (B.M.T.A. permission); £1,275.

1938 Lanchester 18 saloon, blue; in very good condition throughout; £495.

STRATSTONE, 40, Berkeley St., W.1 (Mayfair 4404). Service: 7, Herbrand St., Russell Square, W.C.1. (Terminus 7464). [C4022

£298.—Lanchester 11 1938 4-dr. saloon, in exceptional condition throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50yds. Holland Park Tube.) [C1017

LANCHESTER, 1937, Roadrider; condition excellent, mechanically, bodywork, within.—Apply, Box 0587. [4124

1937 Lanchester 14 saloon, guaranteed; £290; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C3029

1937-8 Lanchester 12 4-door de luxe saloon, an immaculate car throughout; £415 or on very easy hire purchase terms.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days, 9 a.m. to 7.30 p.m. [C2048

1939 Lanchester 10 sln.; nice order; £465.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

LANCHESTER 10 saloon, as new, one private owner, low mileage, recond. engine; must be seen to be appreciated; £265.—Roys Autos, Euston 2700. [C3059

1939 Lanchester 14hp sports saloon de luxe, i.f.s. suspension, excellent condition; £450; 3 months written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube) [C1034

395gns.—Lanchester Roadrider, June, 1938, 14hp 4-door saloon, green and black, sliding head, green leather, preselector, I.F.S., carefully used, excellent condition; terms, exchanges.—Rowland Smith below.

245gns.—Lanchester 11, 1936, de luxe 4-door saloon, black, sliding head, brown leather, preselector, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1939 Lanchester 14hp saloon, £499; 1937 Lanchester 14hp coupe, £378; 1936 Lanchester 11hp saloons, choice of two, from £175.—London Cars, 592-6, Greenford Rd., Greenford, Middx. Waxlow 2645. [C2057

Lanchester Cars Wanted

ROWLAND SMITH'S, the Lanchester buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Lanchester.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [W2001

Lanchester Spares and Service

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7301. [0237

LANCHESTER and Daimler spares, large stock of spares, gaskets, etc., for most models.—Allens, Victoria Rise, Clapham, S.W.4. Macaulay 4199 and 6252/3.

LANCIA

JOHN S. TRUSCOTT, Ltd., for Lancia.

PRESENT stock includes an exceptionally good 1938 Aprilia saloon and a 1938 Aprilia Farina cabriolet, also a really good Augusta saloon.

FULL details on request.

EXCHANGES, deferred terms.

173, Westbourne Grove, W.11. Bay. 4274. [C4035

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

1939 Lancia Aprilia saloon, 14hp engine.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

ARTENA 2-litre Farina 4-str. coupe, reg. 1940, excellent throughout; £425 or exchange, preferably Citroen.—6 Acre Lane, Carshalton, Surrey. Wal. 4696. [4306

LANCIA Aprilia saloon, 1938, immaculate condition, perfect mechanical order, 30-35 m.p.g., 80mph; genuine car where money has never been considered; £750.—Box 0551. [4095

£650—Beautiful 1938 Aprilia saloon, recently refinished in ivy green with rich brown unpleated hide interior, has had constant attention by Lancia expert, all needful modifications done, and many desirable extras fitted by enthusiast.—Full particulars of recent history from Alton Garage, 17-19, Brook Mews North, Craven Rd., W.2. Paddington 3952. [C1007

LANCIA Aprilia (Oct. 1938) in really unbelievable condition, probably the most perfect specimen in England today, black cellulose, brown hide upholstery unmarked, new engine fitted by Lancia's 18 months ago (6,000 miles since), taxed December; price, including about £50 worth of spares, £565.—Apply Walker Auto-Spray (So'ton), Malvern Rd., Southampton. Tel 71627. [430

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Lancia Cars Wanted

LANCIA Aprilia wanted, any year.—T. P. Breen, High Rd., N.20. Tel. Hillside 2593. [0543

ROWLAND SMITH'S, the Lancia buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

KEVILL DAVIES & MARCH, Ltd., will buy second-hand Lancia Aprilias.—41-42, Hays Mews, Berkeley Sq., W.1. Gros. 2585.

Lancia Spares and Service

LANCIA (ENGLAND) Ltd.—English branch and sole representatives of the famous Italian company; all servicing and repair work, reconditioning, etc., carried out by our own staff of specialized mechanics, genuine Lancia factory-made spare parts available and supplied at short notice.—For information regarding general service, reconditioning, technical data, etc., apply Lancia Works, Alperton, Wembley. (Perivale 5656.) [0520

LEA-FRANCIS

DICKS.

1948 Lea-Francis utility, makers' body, very attractive, maroon and cream; £795.

DICKS CAR SALES, Ltd., 365-401, High Rd., Kilburn, Maida Vale 6888-9.

[C1072

GUY SALMON AUTOMOBILES offer:—

1948 Lea-Francis saloon, one owner, recellulosed, excellent condition; £695.—Portsmouth Rd., Thames Ditton, Emberbrook 5551-2-3. [C4000

CHARLES FOLLETT, Ltd., Sole Distributors London and Home Counties, offer:—

1949 Lea-Francis 14hp saloon, i.f.s., black, brown leather, one owner, 22,000 miles, completely overhauled; 3 months' guarantee; £1,125.

1950 Lea-Francis 2½-litre 2/4-seater, black, red leather, one owner, wind-up windows, new hood, 100mph; serviced and guaranteed; £1,250.

1951 Lea-Francis estate car, natural wood and maroon, one owner, H.M.V. radio, heater and demister; checked and guaranteed; £1,350.

18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis Service Station, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [C2010

LEA-FRANCIS, 1949 (Sept.), Mark V saloon; one private owner; mileage 25,000; all new tyres; first-class condition; £1,100.—R. Humm & Co., Ltd., Alexandra Rd., Plymouth. [4106

LEA-FRANCIS 1950, 12,000 miles, 14hp, showroom condition, one owner, radio; best offer over £1,000; reason for sale new car arriving.—G. H. Chessell, 19, Dunfield Rd., Bellingham, S.E.6. [4166

1947 Lea-Francis 14hp special drop head coupe, black, 4-seater, heater and radio, one owner, reconditioned throughout at works; offers.—Jones, 59, Welland Lodge Rd., Cheltenham. [4507

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, have pleasure offering a Lea-Francis utility in exceptional condition, October 1949; new price approximately £1,880, a bargain at £975; we also have a good stock of used cars and commercial vehicles.—Ford House, New Rd., Dagenham, Essex. Rainham 770 (8 lines). [4216

Lea-Francis Cars Wanted

CHARLES FOLLETT, Ltd.—Lea-Francis distributors for London and the Home Counties are always glad to hear from Lea-Francis owners.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

OFFICIAL Lea-Francis London Service Station, Works and Stores:—

BARNSDALE Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7. [0595

Lea-Francis Spares and Service

LEA-FRANCIS CARS, Ltd.

SPARES and service all models from the manufacturers.—Head Office and Works: Much Park St., Coventry. Tel. 60204-5-6. [0592

CHARLES FOLLETT, Ltd., sole distributors for Home Counties, Bucks and Sussex.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE Parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0596

LINCOLN-ZEPHYR

1937 (Dec.) Lincoln-Zephyr fixed head coupe, one owner, excellent condition; £350.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3023

1936 Lincoln-Zephyr, V.12, 16/20mpg, good condition, selling owing to death of owner, £150.—Mrs. Cook, Glenwood, Church Island, Staines, Middx. Tel. Staines 1255. [4271

LLOYD

1949 Lloyd sports 4-seater, red, 8,000 miles, exceptional value, £525.—Roys Autos, Euston 2700. [C3059

MERCEDES-BENZ

MERCEDES-BENZ (GT. BRITAIN), Ltd., offer:—

TYPE 540K, with a Continental steering in exceptional condition.—Victoria 8715. [5535

1936 Mercedes-Benz 500K foursome d.h. cabriolet, exceptionally attractive, dual grey, £975.—Swanmore Garage, 1,176 Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C4024

£1395 !!!—Mercedes-Benz 540K drop head foursome coupe, late 1939, probably one of the finest of the series available in this country, beautiful continental body tastefully finished in metallic blue with blue hide interior, unblemished chrome, effortless really high speed touring in the extra high top gear with additional reserve available when supercharger used; full particulars and photograph available to the genuine prospective purchaser; see and try this amazing car at

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday-Saturday. [C1035

MERCEDES-BENZ

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

265 cns.—Mercedes-Benz, registered October 1957, type 170, 16hp Continental foursome drop head coupe, maroon, red leather, independent suspension, very good condition, terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

MERCURY

£1775 !!!—Mercury Special Eight 6-seater, drop head coupe (convertible) January, 1949 model, equipped with over-drive and electrically operated hood, etc., controlled by push-button, a most immaculate vehicle with super modern mouth-organ front, integral type wheel covers and an abundance of chromed flashings and motifs, this car is absolutely the last word in luxury and is equipped with every conceivable extra for the comfort of driver and passenger alike, air-horns, operated by foot or hand, special "search-beam" spotlamp, built-in radio, air conditioner, defrosting, demisting, absurdly small mileage and literally in brand new condition.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges, free delivery, showrooms open till 8 p.m. Monday-Saturday. [C1035

M.G.

PC

M.G. T.C. 2-seater roadster, red, 1948, £555; M.G. T.C. 2-seater roadster, 1947, £535.

M.G. T.A. 10hp 2-seater, record-unit spotless, 1939, £425; M.G. T.A. 2-seater, 1939, £395.

M.G. T.A. 10hp 2-seater, 1938, £365; M.G. V.A. 1½-litre tourer, 1937, £315.

M.G. 1100cc by Lester, still holds awards, ready for road and season's racing; £455.

M.G. Magnette 4-seater tourer, 1936, £275; M.G. 2-litre saloon, 1937, £295.

M.G. J.2 8hp 2-seaters, choice of three, £205, £245.

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. Ealing 8841 (4 lines). West End Show Hall, 107, New Cavendish St., W.1. Mansion 8221. [C3041

CAR MART, Ltd.

1950 M.G. 1¼-litre saloon, 4,000 miles; £1,125.—Car Mart, Ltd., 520, Euston Rd., N.W.1. Euston 1212. [C1059

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1939 M.G. V.A. 1½-litre sports 4-seater, grey, green cellulose, excellent all-weather equipment, knock-on racing hubs, a really marvellous performance, a car for the sports enthusiast, 32mpg, 379gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present hire purchase or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. (Maida Vale 6064, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

NEWNHAMS, Ltd.

1950 M.G. 1¼-litre saloon, black with red, rear bellishers, loose covers; £975.

NEWNHAM HOUSE, 255-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

MERCURY offer:—

INTERESTING selection of M.G.s.

CHOICE of 2 T.B.s at £425.

'38 T.A. with radio; £375.

'37 T.A., reconditioned motor; £325.

AND half a dozen P.A.s and P.B.s.

TERMS and exchanges on any car with pleasure.

MERCURY MOTORS, Universe House, 824-6, Harrow Rd., Sudbury, Middx. Wembley 6058-9. [C3018

OVERSEAS CARS, Ltd.

1947 M.G. 1¼-litre saloon, black/fawn leather; £775.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C3031

KENTISH & THOMSON, Ltd., offer:—

1950 (Nov.) M.G. 1¼ saloon, dug green, small mileage.—564, Wickham Rd., Croydon, Springpark 5477. [C2047

JACK ROSE, Ltd., M.G. Agents, offer:—

1946 (September) M.G. 2-seater, in green, one owner, 27,000 miles; £485.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:—

1949 T.C. M.G., colour black, green leather upholstery, excellent condition; £675.

1949 M.G. T.C. sports, colour black, beige leather upholstery, mileage 6,500, immaculate condition; £750.—D. J. Shepherd & Co. (Enfield), Ltd., Hertford Rd., Enfield. Howard 1631. [C4009

1947 (June) M.G. 2-seater, genuine 36,000 miles, smart car.

ARLINGTON MOTOR Co., Ltd., High Rd., Ponders End, Enfield, Middlesex. Tel. Howard 1266. [3240

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

1950 (Oct.) M.G. 1¼ saloon, 8,000 miles, black with red leather; £1,095.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1355/1709. [4352

M.G.

1950 M.G. 1¼-litre export model sports tourer, twin carburettors, concealed hood.

1950 M.G. T.D. 2-seater, ivory, red leather, low mileage, one owner.

RIPCO, Ltd. (M.G.s purchased), 16, Albemarle St., Mayfair, London, W.1. Regent 2982. [C3052

£110 o.n.o.—1950 M-type M.G., 3 new tyres, hood, electric wiper; seen Kent.—Box 0494. [5891

BEARTS, of Kingston, M.G. specialists, sales, spares, repairs.—102, London Rd., Kingston. Tel. Kin. 3546.

1950 M.G. 1¼ saloon, 9,000 miles.—Autowork, Ltd., Winchester. Tel. Winchester 4854. [C1019

1950 (Nov.) 1¼ saloon, black, beige leather, excellent condition; best offer.—Box 0468. [5096

UNIVERSITY MOTORS, Ltd., sole London distributors, Stratton House, 80, Piccadilly, W.1. Grosvenor 4141. [0505

HARRY LESTER of Bath Rd., Thatcham, Tel. 3129, offers a large selection of M.G. cars at the new low price.

1948 T.C.; £695.

1946 T.C.; £575.

1936 L-type Magnette 2/4-seater; £255.

1935 P.B. 2-seater; £285.

1939 2-litre saloon; £485. [4356

1936 M.G. 8hp sports, superb condition, almost new tyres, battery.—Tel. Perivale 1212. Offers around £285. [4316

1950 M.G. 1¼-litre saloon, bronze with beige upholstery, fitted H.M.V. radio, 14,000 miles, one owner; £1,025.

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

1948 model T.C. M.G., in first class condition throughout, any trial or inspection; reasonable price.—Box 0482. [5835

£410—1939 T.A., excellent aero screens, windtones, pass lamp, green.—Laburnum 1177 before 10 a.m., 7-8 p.m. [4297

K.N. 12hp black saloon, late 1955, new dynamo, etc., good tyres; £175, taxed.—11, Valley Rd., Dovercourt, Essex. Harwich 488. [4147

1950 M.G. 1¼-litre saloon, 9,000 miles, one owner; £995.—E.F.S. Motors, Kingston By-Pass, Esher. Tel. Emberbrook 3000. [C2004

1951 Series M.G. 1¼-litre saloon, 600 miles.—Green and Zonis, Ltd., 246/252 Deansgate, Manchester, 3. Tel. Deansgate 3525-6. [C2028

M.G. 2-seater, 1948 T.C. model, black, genuine mileage 23,000, appearance as new, guaranteed; price £695.—John Ruscoe & Co., Ltd., Hyde. Tel. 75. [3735

1947 (November) export model M.G. T.C., recently completely overhauled costing £160, racing green, in spotless condition; £675.—Box 0605. [4157

1949 T.C. 11hp sports, ivory, 20,000, mechanically excellent, almost immaculate; £670.—Balewin, Culverden Down, Tunbridge Wells, 21177. [4132

1937 M.G. TA 2-seater, immaculate, 5 new tyres; £365; terms, exchanges.—H. Rose, Lynch Garage, Uxbridge, Middlesex. Tel. Uxbridge 122. [C3055

1946 M.G. T.C. model, green, green leather, 18,000 miles, ex. cond.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5539. [C4029

M.G. 1¼ saloon, August, 1950, green, hide interior, 7,000 miles, one owner, as new; £1,025.—Premier Motor Co., Aston Rd., Birmingham, 6. Aston Cross 3271. [5681

£290—M.G. P.B. 2-seater, recent overhaul, new carburettors, new hood, zip tonneau, fog lamp.—Goodall, 22, Derbyshire Lane, Hucknall, Notts. [4302

1947 (Sept.) T.C., black/green, 22,000 miles, faultless, all tools and instruction book, seen Gerrards Cross or Rochester; offers.—Box 0630. [4324

1937 M.G. 2-litre, black with blue upholstery, mechanically sound, 5 new tyres, licensed to December, delivered free anywhere G.B.; £375.—Box 0606. [4166

M.G. 1947 T.C., green, beige leather, small mileage, excellent condition; best offer secures; must sell, private sale.—Parkin, 54, Commercial St., Camborne 2569. [4150

1938 M.G. 2-litre 4-door special tourer, recellulosed black, recent overhaul, first-class condition; £425.—Boothroyd, 6, Cambridge Rd., Southport. Tel. 2584. [4350

1947 M.G. T.C. 2-seater sports, in excellent condition throughout, carefully used car; £575.—Wembley Court Motors, High Rd., Wembley. Wembley 0266. [C4050

1936 M.G. N.A. Magnette, very good hood, tyres, batteries, mechanical condition; £258.—Miss Hart, Poultry Farm, Downham Rd., Stock, Essex. Tel. Stock 309. [4262

T.D. M.G. 1951 (Nov., 1950), private, 9,000 miles, specially tuned stage one, original tyres, spare unused, extras, taxed year; offers.—"Conifers," Virginia Water, Surrey. [4235

1950 model (Dec., 1949) T.C. Type M.G. Midget 2-str., black, fawn upholstery, radio, one owner; £775.—Holbrook Motor Co., Ltd., Richmond, Surrey. Tel. 4014. [C2058

1938 M.G. 2-litre d.h coupe, black, beige leather, reconditioned engine, new hood, well shod, excellent condition; £350.—Freke, Babcary, Somerset. Tel. Charlton Mackrell 277. [4244

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

M.G.

M.G. T.C., October 1946, low pressure tyres all round, Newton shock absorbers, Windtone horns, twin spot lamps, special instruments, a perfect specimen of an M.G.; £595.

M.G. T.A., 1938, 2-seater sports; £345.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3592. [C3086

1938 M.G. 1¼-litre drop head coupe, mechanically perfect two-tone green finish, beautiful appearance; £475.—Carr Bros., The Soho Garage, 21, Soho Sq., W.1. Ger. 6678. [4367

1950 (July) M.G. 1½-litre saloon, sunshine roof, heater, fog lamp, finished satin bronze, one owner, very carefully used; only £845.—Pantiles Service Garage, London Rd., Guildford 5526. [C3085

M.G. 1½-litre saloon, late 1950 (sun roof), bronze, under 9,000 miles, one owner, new condition; offers over £1,000 (customers property).—York Ward & Rawlatt, Ltd. (Tel.) Wellingborough 2403/4. [4333

ROSE & YOUNG, Ltd., offer 1949 M.G. T.C. 2-seater, exceptional condition throughout, extras; £595.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

1946 M.G. 2-seater, finished black, beige leather, silver wheels, extremely smart and attractive; £525.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

1950 (July) 1½-litre M.G. saloon, bronze, 13,000 miles, excellent condition, radio, loose covers, 3 new spare tyres; offers over £895.—R. C. Model, Newholme, Starkholmes Rd., Matlock, Derbys. [4280

M.G. T.C., December, 1948, black and red, tyres as new; high ratio back axle fitted, standard bevels available, in excellent condition, one owner; £690 or nearest offer.—Bamford, Moor House, Uttoxeter. Tel. 138. [4140

1938 M.G. 1½-litre sports tourer, an economical car of quality, in very good condition, excellent performance and pleasing appearance; £450.—Carr Bros., The Soho Garage, 21, Soho Sq., W.1. Ger. 6678. [4362

1949 (Nov.) M.G. T.C. open 2-str., black with red leather, fitted chrome carrier, one owner, guaranteed 18,000 mls., as new; £700.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4229

725 gns.—M.G. September 1947, 1½-litre saloon, black, sliding head, red leather, twin spot lights and de-misters, built-in hydraulic jacks, moderate mileage, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

595 gns.—M.G. Midget, August 1949, 11hp T.C. 2-seater, cherry red, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

495 gns.—M.G. Midget, January 1947, 11hp T.C. 2-seater, cream, fawn leather, radio, many extras, very good condition; terms, exchanges.—Rowland Smith, below.

395 gns.—M.G. 1938 model, 1½-litre special sports 2-seater, black, blue leather, Windtone horns, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.

195 gns.—M.G. Midget, 1933 model, 8hp J.2 2-seater, black, silver wheels, spare tyre unworn, carefully used, very good condition; terms, exchanges; list, open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

NOV. 1950 M.G. T.A. Tickford d.h.c., an excellent example of this rare and delightful car, lavishly maintained, not raced and in really first-class condition, cream cellulose with black hood, owner selling due to delivery of new M.G.; price £480.—Elmbridge 6271, 20a, Hook Rd., Surbiton. [4295

XXX H. F. Edwards offer exceptional 1939 2.6 M.G. drop head 4-seater coupe, metallic grey, blue leather, an immaculate car, thoroughly maintained and recommended; must be seen to be appreciated; written guarantee; terms, exchanges.—29, Upper High St., Epsom 9400. [C3001

NAYLOR & ROOT, Ltd.—1948 M.G. T.C. sports 2-seater, black, green hide, 16,000 miles, very attractive; £695; 6 months' guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [C3022

TANKARD & SMITH, Ltd., offer 1947 M.G. 1½-litre saloon in dual green with beige leather, immaculate coachwork and interior; open to any inspection; very fast and economical; £845; three months' written guarantee; also 200 guaranteed used cars of all makes.—194, Kings Rd., S.W.3. Tel. Flaxman 4901/3. [C4026

1949 series M.G. T.C. 2-seater, 22,000 miles, blue/beige upholstery, Windtones, spotlights, 6.00—16 rear tyres, 3 spares, chrome carrier, new hood/screens, full length tonneau cover, many extras, immaculate condition, reason selling new 4-seater arrived; £575.—Sparks, Hookway, Chilgrove, Chichester, Sussex. [4262

1950 M.G. 1½-litre saloon (re. Aug. 49), maroon with beige leather; new engine fitted Dec., '51, since done 7,100 miles only; fitted radio, heater, windtone horns; carefully maintained, one owner; looks new and really excellent job; new set Dunlops; taxed year; first £1,025, no offers, no dealers.—Tel. Berkswell 2234, or Shenstone Grange, Balsall St., near Coventry. [4061

1939 M.G. 2-litre black saloon, first-class condition, practically everything replaced or reconditioned during past 2 years, including new engine, gear box overhaul, etc., good tyres, taxed year, a fast car with superlative steering and road holding; private owner reluctantly selling due delivery new car; price £460.—221, Uxbridge Rd., Harrow Weald, Mx. Tel. Grimsdyke 1324. [4246

M.G. Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase M.G. Cars.—520, Euston Rd., N.W.1. Euston 1212. [0966

M.G. Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the M.G. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0948

M.G., post-1939, no dealers.—G. L. Reynolds, 1, Devon Rd., Bedford. [4077

ALMOST new M.G. required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0848

CASH immediately for good M.G.—H. F. Edwards, 28, Upper High St., Epsom, 9400. [W2001

PERFORMANCE cars urgently require M.G. cars.—Great West Rd., Brentford, Middx. Ealing 8841. [W5041

URGENTLY required, low mileage 1948-50 M.G. 1½ saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9767

MAYFAIR GARAGES, Ltd.—Particularly good cash buyers of all models M.G.; telephone or write for buyers to call.—Mayfair Garages, Ltd., Balderton Street (opp. Selfridge's clock), Mayfair, W.1. Mayfair 3104-5.

M.G. Spares and Service

PERFORMANCE Cars. M.G. sales, service, spares.—Great West Road, Brentford, Middlesex. Ealing 8841. [S3041

M.G. spares.—New valves, guides, rocker bushes, U. shafts, road springs and wheels, aprons, luggage grids, J2 and P windscreens, cycle type wings, cylinder head spanners. Reconditioning service; crankshafts, camshafts, rockers, vertical drives; 2-litre S.A. model, complete engine, gear box, back axle; prompt and courteous service.

V. W. DERRINGTON, Ltd., 159-161, London Rd., Kingston. Tel. 5621-2. [C1071

M.G. spares, most parts in stock for all models, 1930 onwards, including valves, guides, springs, rocker bushes, shafts, etc., replacement camshafts, rockers, dynamos, road springs, wheels, hubs, vertical drive assemblies, prompt postal service, c.o.d., and guaranteed workmanship in all our repairs.—A. E. Witham, Queens Garage, Queens Rd., Wimbledon (Station), S.W.19. Liberty 3085. [0433

TOULMIN MOTORS specialize in M.G. and M.G. cars only; repairs and complete overhauls all models, reconditioned engines in stock for types F, J, T and L, and N, Magnette, exchange service dynamos, starters, crankshafts with rods, gear boxes, brake shoes, vertical drives, V.D. sleeves, rockers, rocker bushes, rocker shafts, valves, guides, springs and gasket sets with full range of M.G. spares always available; we specialise in racing spares.

WRITE or phone Toulmin Motors, 343, Staines Rd., Hounslow, Middlesex. Tel. Hounslow 2258 and 3456. Open all day Saturday and Sunday morning 10.30 a.m. to 1 p.m. [0349

MORGAN

OVERSEAS CARS, Ltd.

1950 Morgan drop head coupe, red/black, mileage 4,751, perfect condition throughout; £725.—OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C3051

1950 (November) Morgan 4-4 4-seater, British racing green, black leather; 3,600 miles only, virtually new; £640.—3, High St., Maidenhead. Tel. 3064 or 1530. [4104

595 gns.—Morgan 4/4, 1950, 10hp drop head coupe, cream, black leather, two spare wheels, de-mister, one owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

595 gns.—Morgan 4-4, May 1949, sports 2-seater, blue, black leather, Windtone horns, two spare wheels, one careful owner, 18,600 miles, exceptional condition, taxed; terms, exchanges.—Rowland Smith, below.

395 gns.—Morgan 4-4, 1946, 10hp sports 4-seater, green, leather upholstery, good condition; terms, exchanges.—Rowland Smith, below.

265 gns.—Morgan 4-4, August 1936, 10hp sports 2-seater, black, black leather, two spare wheels, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Morgan Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morgan buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041. [0949

Morgan Spares and Service

MORGAN 4/4 official spare parts stockist, service and repairs.—Basil Rov, Ltd., 161, Ot. Portland St., W.1. Langham 7733. [0514

MORGANS.—All available spares in stock.—F. H. Douglass, Morgan Specialist, 1a, South Ealing Rd., Ealing, W.5. Ealing 0570. [0728

MORRIS MINOR

CAR MART, Ltd.

1950 Morris Minor tourer, 15,000 miles; £645.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

OVERSEAS CARS, Ltd.

1950 Morris Minor tourer, grey, genuine 11,930 miles; £725.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C3051

B. J. HUNTER, Ltd., offer:—

1950 Morris Minor saloon, one owner; £745.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

PHILIP RICKARDS, Ltd., offer:—

1950 (Nov.) Morris Minor, grey, 6,500 miles.—4, Brick St., Park Lane, W.1. Gros. 4972. [C3051

1949 saloon, torquoise and beige, 8,000 recorded miles; £655; terms.—Worthing 4655. [4246

MORRIS MINOR

ARTHUR MULLINER, Ltd., offer:—

1950 Morris Minor saloon, first registered 10.1.50, attractively finished maroon with beige leather upholstery, 12,000 miles only; two owners, most economical and desirable little car, in exceptional condition throughout; it will pay you to telephone or write for the latest price list of our comprehensive stock and details of our incomparable six months' guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 307. [C3019

1949 (December) Morris Minor tourer, green, one owner since new, in beautiful condition throughout; £560.

GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green. Speedwell 3692 or 3408. [C2019

1950 (Nov.) Morris Minor saloon, 6,000 miles, grey; £775; hire purchase or exchange.—Ernest Sutton, Tel. Rogate 4. [C4025

1949 Morris Minor, maroon, one owner, radio; £625.—Bells Service Garages, 144, London Rd., Kingston-on-Thames. Kingston 1185. [C1016

SPOTLESS showroom condition, 1950 Morris Minor tourer, maroon, one owner, Pram oil filter, Dunlop mats; mileage 8,000.—Tel. Buckhurst 3541. [4115

1950 (November) Morris Minor saloon, green, beige upholstery, 4,000 miles, showroom condition; £975.—Howes, 3, Cathedral Close, Norwich. [4119

1949 Minor convertible tourer, first reg. Sept., mileage 5,000 approx., specimen model; £695.—Parkers, Ltd., 176, Deansgate, Manchester. Des. 4507. [4205

1950 Morris Minor saloon, maroon, heater, small mileage, immaculate; £695.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2388. [C4011

1949 (Oct.) Morris Minor saloon, green, 13,000 miles, radio, loose covers, absolutely perfect; £750.—L. F. Dove, Ltd., Guildford Rd., Woking. Tel. 1282. [C1078

1950 Morris Minor saloon, colour maroon, 8,000 miles; £725.—Clayton's Cars (London), Ltd., 337, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

1950 (Feb.) Morris Minor sal., black/beige, one owner, taxed for year, 13,500 miles, heater, as new; £650.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3336. [C4029

1950 Minor saloon, maroon, equipped with radio, rimbellishers, clock, windscreen spray, exceptional model; £750, or exchange.—Bottomgate Motors, Ltd., Jaguar House, Darwen 774. [4208

MORRIS MINOR tourer, November, 1950, perfect condition, recent complete overhaul; nearest offer £700; no dealers.—Black, Gornedean, Lower Beeding, Horsham, Sussex. Tel. Lower Beeding 352. [4139

NAYLOR & ROOT, Ltd.—1950 Morris Minor 4-seater tourer, black/beige, 9,000 miles, unblemished throughout; £725, 6 months' guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [C3022

Morris Minor Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Morris Minor cars.—520, Euston Rd., N.W.1. Euston 1212. [0716

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W5044

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0585

ALMOST new Morris Minor required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4488. [0850

MORRIS EIGHT

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY, the hire purchase specialists.

1937 Morris 8 de luxe saloon, blue and black cellulose with blue leather upholstery, recent reconditioned engine fitted, smart and economical, taxed December; choice of 8 others; 220gns.

HIRE purchase terms on the spot with no references, no formalities or guarantors; part exchange on your present motor cycle or car; always 200 cars under £400 to choose from.

RAYMOND WAY, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo line, 150 yards). [C4047

ELITE MOTORS offer:—

1937 Morris 8 2-door d.l. saloon, black, red; a really sound car; £235.

1936 (September) Morris 8 2-door d.l. saloon, black and blue cellulose, in features exceptional condition for year, 1937; £355.

ELITE MOTORS, 951-961, Garratt Lane, Tooting Broadway. Tel. Balham 2474, 4 lines. [C2005

GATEHOUSE MOTORS offer:—

1938 Morris 8 2- and 4-door saloons, choice of 3, all in excellent condition; from £275.—Gatehouse Motors Ltd., Highgate Village London, N.6. Mou. 4444. [C2021

1946 Morris 8 saloon, taxed, £475; also 1939, taxed, £345.—Roys Autos, Euston 2700. [C3059

165 gns.—1936 Morris 8 4-door saloon, 5 new tyres, good runner.—Autoships, 5, Balham High Rd., Balham 1509. [C1009

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

MORRIS EIGHT

WEMBLEY COURT MOTORS offer:—

1948 Morris 8 4-door saloon, fitted radio, appearance immaculate, perfect order throughout; any trial; £575.

1946 Morris 8 sunshine saloon, very good condition throughout; any trial; exceptional offer, £400.

1936 Morris 8 4-door sun roof saloon, in very good condition throughout; any trial; £195.—Wembley Court Motors, High Rd., Wembley. Wembley 0266. [C4050

MEBES & MEBES, Ltd. (Est. 1893) offer:—

1938 Morris 8hp de luxe 4-door saloon, black, blue leather upholstery, coachwork, interior and tyres excellent, well above average for year; £385.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1948 Morris 8 4-door saloon, green, brown hide, beautiful condition throughout

ROBBINS, 95-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [4002

£575.—1948 Morris 8hp saloon, black, 4-door, good tyres, good mechanical condition.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2234. Open till 7 p.m. week-days. [C2008

1938 Morris 8 sun saloon, taxed year, very carefully maintained, any trial, guaranteed; £325.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

1948 Morris 8 4-dr. sal. 13,000 miles, as new.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3338. [C4029

1936 Morris 8hp tourer, recent complete overhaul mechanically, 200%; £180.—Ring Maude, Mayfair 8474, office hours. [4125

1947 Morris 8, excellent running order, immaculate condition; £575.—42, Fairdene Rd., Coulsdon. Tel. Downland 2850. [4231

1938 Morris 8 saloon, several from £270.—Smith and Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1937—38 Morris 8 saloons; several in excellent condition from £250.—C. W. J. Coles, Ltd. (adjoining station), Blunt Rd., S. Croydon. [C1060

1936 Morris 8 tourer, recellulosed, reconditioned engine, special coachbuilt rear boot, a most attractive car, excellent condition, taxed; £195.

1936 Morris 8 4-door saloon, original cellulose, interior red leather, in excellent condition, reconditioned engine recently fitted; £235.

MAGDALEN MOTORS, 311, Trinity Rd., Wandsworth Common. Battersea 5673. [C3005

£299.—Genuine 1939 series E Morris 8 4-seater tourer, definitely unrepeatable; also a saloon available.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Morris 8 4-door de luxe saloon, really exceptional condition; £435.—Modern Service (Wimbledon), Ltd., High St., Wimbledon, S.W.19. Wimbledon 5155. [C3014

1939 Morris 8 series III saloon de luxe, resprayed black with brown leather-type upholstery, 5 practically new tyres, reconditioned engine; £395, or on very easy hire purchase terms.

KING'S AUTOS, 725-727, High Rd., Seven Kings, Essex. Tel. Seven Kings 3526 and 3527. Open week-days 9 a.m. to 7 p.m. [C2048

WALTER SCOTT, Ltd.—1940 Morris 8 de luxe 4-door saloon, black, excellent condition; £375; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

MORRIS 8 saloon, 1938, £265; 1935, Easyclean wheels, £175; both rebored and overhauled in our workshop and guaranteed.—Winchester Garage, Winchester Rd., Edmonton, N.9. Tot. 1521. [4292

1937 Morris 8 tourer, 4 seats, really splendid car, recently rebored and fitted new hood, tyres, clutch, battery, starter, etc., bodywork impeccable, view W.7 district; £260.—Waxlow 4756. [4305

195 gns.—Morris 8, 1938 model, de luxe 2-door saloon, green and black, sliding head, green leather, good condition; choice of 10 Morris 8s; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Morris Eight Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0976

REQUIRED, urgently, post-war Morris 8.—Lyne, Frank & Wagstaff, 3-5, Crouch End Hill, N.8. Mountview 4401. [W2058

FERRARIS OF CRICKLEWOOD buy Morris 8 saloons, 1939 4-door models and post-war; H.P. settled; drive in, write or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open 7 p.m. week-days. [W2008

MORRIS TEN

C. & S. MOTORS offer:—

1938 Morris 10 Series 3 saloon, in good mechanical condition and appearance, genuine motor car, blue/black, with black leather upholstery; £269, or £89 dep.—Dudden Hill Lane, Neasden. Gladstone 8605-6. [C1064

GATEHOUSE MOTORS offer:—

1936 Morris 10 saloon, black, in excellent condition; £260.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444. [C2021

1940 Morris 4-dr. series M, new battery, covers, bargain; £275.—Elmbridge 9195. [4291

1939 Morris 10, good, clean condition; £400.—Salcott Motors, 1a, Salcott Rd., S.W.11. Bat. 1187. [C4000

MORRIS TEN

MORRIS 10, July, '48, one driver, excellent condition; £625.—47, West St., Harrow. [4182

1939 Morris 10 saloon de luxe, blue/blue leather, excellent condition, one owner; £425.—Dobsons, Ltd., Staines, Middlesex. Tel. 801. [C1074

1946 Morris 10, genuine export model, immaculate throughout, one owner; £500.—Harris, Plumbers Yard, High Rd., Laindon, Essex. [4315

R. J. SHANKS & Co., Ltd. (Est. 1897), offer: 1948 Morris 10hp de luxe saloon, black, brown leather; £625.—Baker St., Weybridge. Tel. Way. 117. [3780

MORRIS s/lined 10 ser. II '36, recon. eng., txd., £315; 16ft 4-berth caravan L roof alluy ex., £430 o.n.o.; deliver 198, Harrington Rd., S.E.25. Add. 5072. [4167

1939 (Nov.) Morris 10 saloon, black, in first-class condition throughout; any trial; £400.—Wembley Court Motors, High Rd., Wembley. Wembley 0266. [C4050

Morris Ten Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0977

URGENTLY required post-war series M Morris 10 saloon.

LYNE, FRANK & WAGSTAFF, Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [W2058

FERRARIS OF CRICKLEWOOD buy Morris 10 saloons, good 1939 models or post-war; H.P. settled; drive in, write or 'phone.—200-220, Cricklewood Broadway, N.W.2. Gladstone 2234. Open 7 p.m. week-days. [W2008

MORRIS TWELVE

1937 Morris 12, good runner; £275.—Barnes Garage, 315, Finchley Rd., Hampstead, N.W.3. Ham. 2221, Mai. 1627. [C1012

1936 Morris 12 de luxe saloon, grey with blue leather upholstery, just been reconditioned mechanically, a very clean motor car; £285.

TIMMS MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 3593. [C4030

MORRIS 11.9 Series III, registered June, 1938, reconditioned engine, tyres good, upholstery excellent, taxed; £360.—128, Littleheath Rd., Selsdon. San. 1053. [4154

1936 Morris 12, bodywork and interior recently renovated; engine in excellent condition; taxed; £350.—Green, 150, Oakington Manor Dr., Wembley, Middlesex. [4053

1940 Morris series 3 12hp de luxe saloon, spotless condition; £395.—Read Bros. Motor Co. (London), Ltd., 56, Christchurch Rd., Colliers Wood, S.W.19. Liberty 1604. [C3048

Morris Twelve Cars Wanted

ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

MORRIS OXFORD

CAR MART Ltd.

1950 Morris Oxford saloon, heater, 10,000 miles; £935.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

GLANFIELD LAWRENCE offer:—

1949 Morris Oxford saloon, grey/beige, 15,000 miles only, beautiful specimen; £895.—407, High Rd., N.12. Finchley 0091. [C2053

ARTHUR MULLINER, Ltd., offer:—

1950 Morris Oxford saloon, first registered 5.4.50, maroon, with maroon leather upholstery, carefully used by one previous owner; fitted heater, in most attractive condition throughout; it will pay you to telephone or write for the latest price list of our comprehensive stock, and details of our incomparable six months' guarantee.

ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

1949 (Nov.) Morris Oxford saloon, maroon, leather upholstery, one owner; £835.

W. J. BROWN, Ltd., established over 30 years.

339, Finchley Rd., N.W.3. Hampstead 4414. [4198

1950 Morris Oxford saloon, radio, heater.—Autowork, Ltd., Winchester. Tel. Winchester 4834. [C1010

1950 Morris Oxford saloon, genuine 10,000 miles; £890.—John Gray, 26, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

1950 Oxford, black, one owner, 9,000 miles; £845.—G. P. Morley, Ltd., 54, Streatham Hill, S.W.2. Tulse Hill 4488. [C3016

MORRIS OXFORD, 1949, beige, immaculate, new battery; £775.—135, Cricklewood Broadway, N.W.2. Gladstone 2226. [C2022

1949 Morris Oxford saloon, fawn, beige leather, 22,000 miles, very nice condition, £795.—John Trigg, Ltd. Esher 1234. [C4083

1950 Morris Oxford, small mileage, one owner, excellent condition; £795; 3 months' guarantee; terms and exchanges.

JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1950 Oxford saloon, black, brown heater, immaculate; £845.—H. A. Saunders, Ltd., 148, Golders Green Rd., N.W.11. Speedwell 0011. [C4004

1950 (June) Morris Oxford, fitted 2 spot lights, screen spray, heater, covers; £925.—Cranmore, 64, High St., Potters Bar 2040. [C1062

1949 (June) Morris Oxford saloon, maroon/beige leather, one owner, fitted heater, speedometer, 10,000, excellent condition throughout; £845.

JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

MORRIS OXFORD

1949 Morris Oxford saloon de luxe, immaculate condition; £795; 3 months' written guarantee.—Brown's Garage, Loughton (Essex) 4119 (Tube). [C1084

1951 Morris Oxford (reg. Nov., 1950), genuine 2,500 m., absolutely as brand new; £935.—Habgood, County Farm, Stock, Essex. Tel. Stock 309. [4281

1949 (August) Morris Oxford beige saloon, heater and screen washer fitted, immaculate condition, spare unused; £850.—Cornish, "Hazelwick," Oldfield Rd., Horley. [4273

Morris Oxford Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150, Park Lane, W.1. Grosvenor 3434. [0717

ROWLAND SMITH'S the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WANTED, low mileage Morris Oxford saloons, immediately.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough. Tel. 21429. [W4052

MORRIS SIX

CAR MART, Ltd.

1950 Morris Six saloon, 6,000 miles; £1,025.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3434. [C1059

1950 Morris Six saloon, perfect order, £850; terms arranged.—Below.

1950 (November), '51 features, Morris Six saloon, definitely as new; £950; terms arranged.—Holmes & McCarthy, Palmers Green 6831. [C4036

1950 Morris Six, green, green upholstery, 10,000 miles, fitted heater.

WILCOX (SLOUGH), Ltd., Morris House, Chandos St., Slough. Tel. 21429. [C4052

1950 (October) Morris Six, green, 7,500 miles; £900.—Brigadier Merrett, Leigh, Cricklade. Ashton Keynes 320. [4252

1950 series Morris Six, 14,000 miles, black; £765.—Mansfield Autos, Ltd., 21, Grafton Mews, W.1. Tel. Euston 2587-8. [C3001

1950 Morris Six, heater and radio, grey, 16,000 miles, leather upholstery; £875.—Mitchell, 1, High Rd., S.W.12. Balham 2234. [3795

1950 Morris Six saloon, radio, heater, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

OPPORTUNITY!!!—1950 (July) Morris Six de luxe saloon, fitted heater, one owner, in superb condition throughout; at bargain figure, £850.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

WALTER SCOTT, Ltd.—Morris Six, October 1949, black, heater, radio, low mileage, spare unused, as new; £795; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

Morris Six Cars Wanted

C
M
THE CAR MART, Ltd., wish to purchase Morris Six cars.—150, Park Lane, W.1. Grosvenor 3434. [0875

Morris Miscellaneous Cars Wanted

R
S
ROWLAND SMITH'S, the Morris buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0979

MORRIS wanted.—Smith's, 86, Chalk Farm Rd., N.W.1. Gul. 2767. [0824

MARSTON MOTOR Co. for your Morris.—Tel. Sta. 8000. Seven Sisters Rd., Tottenham, N.15.

HATTONS, of Lord St., Southport, will buy Morris 1938 to 1950, 8 to 14hp, in condition above average. [0798

Morris Spares and Service

FOR Morris service consult Morris specialists.—W. T. Mason & Co., 2, Ley St., Ilford. (Tel. Ilford 0961.) [0471

LARGEST and quickest spares service in the South of England.—Hewens Garages, Ltd., Reading. Tel. 4436. [0206

WEST London.—Rogers Garage; repairs and service, stockists. New address, Wellesley Ave., Paddenswick Rd., W.6. Riverside 2644-5. Old and new friends welcome [S3054

OLDSMOBILE

SIMPSON'S MOTORS offer:—

1949 Oldsmobile, all extras, black.

1949 Oldsmobile, hydramatic drive, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

JOE THOMPSON (MOTORS), Ltd., offer:—

1950 Oldsmobile hydramatic drive 4-door saloon, colour black, 15,000 miles; £1,850.

JOE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensington (next to Michelins). Ken. 4858. [C4028

DISTRIBUTORS (RAWLENCE), Ltd., Sales, Service and Spares, Blindley Heath, nr. Lingfield, Surrey. Tel. Lingfield 330-1.

1938 6-cyl. Oldsmobile car chassis, fitted with box van body, seating accommodation for eight, mechanically sound and of first-class appearance; price £395.

DISTRIBUTORS (RAWLENCE), Ltd., Blindley Heath, nr. Lingfield, Surrey. [0113

1949 Oldsmobile hydramatic de luxe saloon, left hand drive, 12,000 miles, many extras; £1,550.—Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [C3037

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

OLDSMOBILE

OLDSMOBILE main dealers for London, Middlesex, Essex and adjoining counties.—Lex Garage, Ltd., 2, Lexington St., W.1. (Gerrard 8600). Service Workshops and Spare Parts, 7, Pembridge Villas (nr. Westbourne Grove), W.11 (Bayswater 6626-7). [0576

£1395 !!!—Oldsmobile Six, series 66, super de luxe touring saloon, 1948 model, hydromatic drive, six-seater bodywork, ultra modern frontal appearance, immaculate fawn broadcloth upholstery, radio, air conditioning, defroster, demister, performance and mechanical conditions absolutely faultless, nominal mileage.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines); write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. Monday Saturday. [C1055

Oldsmobile Cars Wanted

OLDSMOBILE main dealers.

LEX GARAGES, Ltd., are interested to buy recent model Oldsmobile cars.
LEX GARAGES, Ltd., 2, Lexington St., W.1. Gerrard 8600.

SIMPSONS MOTORS (WEMBLEY), Ltd., the Oldsmobile buyers. Wembley 8691/3903. [0964

Opel Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Opel buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0960

MAYNER MOTORS, Ltd., Opel distributors, buyers of all models.—1-6, Southampton St., Southampton. Tel. Southampton 3266, 4944. [0651

Opel Spares and Service

REPAIRS spares, wings, reconditioned engines, suspensions, etc.—Tarrant & Fraser, Ltd., 10, Winchester Mews, N.W.3. Pri. 6159. [0340

MAYNER MOTORS, Ltd., distributors; Opel spare parts and reconditioned engine service.—Southampton St., Southampton. Tel. Southampton 3266, 4944. [0536

PACKARD

LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 5400.
PACKARD sole concessionaires offer:

A SELECTION of completely reconditioned 1938 and 1939 saloons and drop head foursomes.
LEONARD WILLIAMS & Co. (1940), Ltd., Great West Rd., Brentford, Middlesex. Ealing 5400. [0282

CASE'S MOTOR MART.—1937 Packard 120 saloon, faultless; £515.—5, Warren St., W.1. Euston 3523. [C1040

1936 Packard 30 saloon, guaranteed; £360; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6631. [C3029

1937 Packard 4-door saloon, immaculate, one owner, serviced by makers since new; £425.—King's Motors, 1, High St., Hounslow. Tel. 3532. [C3049

PACKARD 29hp, August, 1936, saloon, just respayed, good condition throughout; bargain, £290; no offers.—7 Richmond Rd., Handsworth, Birmingham. [4311

1938 (April) Packard 6 drop head foursome coupe 29hp, black with green leather, new hood, etc., £325.—"Springfield," Ashley Rd., Hale nr. Manchester. Altrincham 2270. [3696

1937 Packard 120 limousine with division and face-forward occasionals; one private owner since new, faultless condition in every respect; 3 months' guarantee; £775.
C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines). [C1061

PACKARD super 8 de luxe 1937, total mileage 46,000, original owner until 1951, in original outstanding condition, uses no oil, new tyres and battery taxed year, genuine reason for sale; £485.—Spollon, Hazeldene, Merton Rd., Moseley, Birmingham, 13. South 2213, evenings. [4257

£1295 !!!—Packard Clipper 6-seater 4-door saloon, 1947 model, overdrive, etc., very stylish body lines with sloping back similar to later production model, "new-look" mouth-organ front, whole car immaculately finished in latest American shade of metallic maroon, special leather upholstery, luxuriously equipped with every conceivable extra.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. Monday/Saturday. [C1055

Packard Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Packard buyers. Wembley 8691/3903. [0671

ROWLAND SMITH'S, the Packard buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

CASH immediately for good Packard.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [W2005

LEONARD WILLIAMS & Co. (1940), Ltd., Packard Sole Concessionaires, Great West Rd., Brentford, Middlesex. Ealing 5400. [0191

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0903

7-SEATERS private 1937/8/9 Limousines required, cash waiting.—Alps & Saunders, Providence Court, North Audley Street. Mayfair 3941. [W1006

Packard Spares and Service

JOE THOMPSON (MOTORS), Ltd., Packard specialists, 97, Fulham Rd. (next door to Michelins), S. Kensington. Kensington 4858. [0902

LEONARD WILLIAMS & Co. (1940), Ltd., Packard sole concessionaires, Packard Buildings, Great West Rd., Brentford, Middlesex. Ealing 5400. [0469

PLYMOUTH

£1095 !!!—Plymouth Special de luxe 8hp saloon, 1948 model, mouth-organ front and streamlined bodywork, immaculate maroon finish with upholstery in two shades of grey, all usual extras, radio, heater, screenwash, etc., new Whitewall tyres, exceptional order throughout.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. Monday/Saturday. [C1055

PONTIAC

SIMPSON'S MOTORS offer:—

1949 Pontiac, hydramatic drive, all extras.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists). Wembley 8691/3903. [C4015

GUY ALFREDS & Co. offer:—

1939 Pontiac small 6 saloon, reconditioned engine, £360 spent on this vehicle during last 5,000 miles, all new tyres, in 1952 condition throughout.—6-7, Warren St., W.1. Euston 3268. [C1005

£1295 !!!—Pontiac Streamliner 6-seater saloon, 1948 model, latest type full mouth-organ front, super streamlined bodywork, seat covers, radio, heater, one owner since new, 18,000 very careful miles.
CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post free catalogue of nearly 500 cars. Hire purchase. Part exchanges. Free delivery. Showrooms open till 8 p.m. Monday/Saturday. [C1055

1940 Pontiac convertible, spotless condition, steering column gearshift, radio, heater, etc., new tyres and battery, taxed, attractive car at £495; terms arranged or would accept small car in part.—Levig, "Elmfield," Ebley, Glos. [4161

SPORTS & LIGHT CARS

Readers requiring sports and light cars will find a large and varied selection in these columns.

Readers having such cars for disposal should advertise same in "THE AUTOCAR" to ensure immediate results.

"THE AUTOCAR"

specialises in small h.p. cars as well as the larger types.

Pontiac Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd., the Pontiac buyers. Wembley 8691/3903. [0672

Pontiac Spares and Service

FOR Pontiac spares and Pontiac service.

U.S. CONCESSIONAIRES, Ltd., Pontiac Works, Jubilee Place, Chelsea, London, S.W.3. Tel. Flaxman 7752-4.
SOLE distributors Great Britain for Pontiac cars and Pontiac parts. [0617

Porsche Spares and Service

COLBORNE GARAGE, Ltd., Ripley, Surrey, the Volkswagen people, now announce service repairs, etc., for the Porsche. Tel. Ripley 2361. [0639

RACING CARS

1951 Mk. V Cooper, less engine, J.A.P. and Norton engine mountings, long range tanks, little used; £450 or nearest.—Wentworth 2292. [4258

COOPERS GARAGE (SURBITON), Ltd., of Surbiton. Tel. Elm 3346, are the sole concessionaires for Great Britain of the Cooper 500 and 1,000cc formula racing cars. [0621

RAILTON

RAILTON 1936 5-str. coupe, 29hp, good condition, overhauled, fast; £230 or near offer.—Cen. 4548. [4093

MAJOR J. P. S. BARBER, 65, Linden Gardens, W.2 Paddington 8639, Bayswater 6753; all models available and wanted. [5467

A.I. MOTORS (LONDON), Ltd., offer a second-to-none selection of Railton cars, also all spares.—26 (b), Belgrave Rd., S.W.1. Victoria 8285. [0333

1940 drop head foursome coupe; this car is as new, has been most carefully used; £450.—8, Cranley Mews, S.W.7 (2 minutes South Kensington Underground). Kensington 5088. [C4016

Railton Cars Wanted

CASH immediately for good Railton.—H. F. Edwards, 29, Upper High St., Epsom. 9400. [W2001

THOMSON & TAYLOR (BROOKLANDS), Ltd., purchase good Railton cars, 1937-9.—Portsmouth Rd., Cobham, Surrey. Cobham 2848. [0650

RENAULT

RENAULT cars, spare parts, repairs and service.—Renault, Ltd., Western Ave., Acton, W.3. Acorn 4656.

1937 Renault 12 saloon; bargain, £195.—A.S. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

RENAULT 12hp 1939 saloon, attractive car, fast, roomy, economical, bargain; £225 o.n.o.—Sunnyside, Harting. Tel. 265. [4296

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton (Elmbridge 1875), have a small selection of used Renaults. [0126

1946 Renault 6-cylinder, 4-litre, 6-seater, d.h. coupe, 18 mpg. 10-85 mph in top, genuine mileage, 24,000, taxed to December, 1952, colour maroon with cream leather upholstery, one owner, first-class condition throughout; £900, or offer.—Box 0276. [5522

1950 Renault 760cc de luxe saloon, special maroon and cream finish, many extras, 10,000 careful miles, a really exceptional example, 10-day's cost over £770; our specially reduced price £725; exchanges, deferred terms.—John S. Truscott, Ltd., 173, Westbourne Grove, W.11. Bay. 4274. [C4035

Renault Cars Wanted

ROWLAND SMITH'S the Renault buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WELHAM'S RENAULT SALES & SERVICE, Surbiton Hill Rd., Surbiton. Elmbridge 1875, purchase all models. [0127

Renault Spares and Service

DISMANTLING at Motolympia; 1937 12-4 coupe, also 1933-4 14hp; quantity of important parts for 1938 12hp.—"Motolympia," Welshpool, Montgomeryshire. [0344

RILEY

CAR MART, Ltd.

1950 Riley 2½-litre saloon, radio, heater, 19,000 miles; £1,395.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1049

JACK ROSE, Ltd., offer:—

1949 (September) 1½-litre Riley saloon, exceptionally clean inside and out, one owner; accept £945.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C3056

TOM GARNER, Ltd., offer

1948/9 Riley 1½-litre saloon, green with fawn upholstery, loose covers, etc., 14,000 miles only.

1950 Riley 1½-litre saloon, black with green upholstery, 8,000 miles only.
TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2080

B. J. HUNTER, Ltd., offer:—

1949 Riley 2½-litre saloon, exceptional condition; £950.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6308. [C2040

SAUL & SLATTER, Ltd., offer:—

1947 Riley 1½-litre saloon, black with red leather upholstery, in excellent condition throughout; £785.

44 '46, Alderman's Hill, N.13. Tel. Palmers Green 205/7175. [C4009

H. A. SAUNDERS, Ltd., offer:—

1950 Riley 1½-litre saloon, black with brown leather upholstery, radio, recorded mileage 17,500; £1,145.

836 -842, High Rd., N.12. Hillside 0084. [C2027

PHILIP RICKARDS, Ltd., offer:—

1950 Riley 2½-litre, black/brown, as new.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1950 Riley 1½-litre saloon, maroon, beige leather.

1950 Riley 2½-litre drop head coupe, maroon, red leather, radio, heater, 7,000 miles.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

BOON & PORTER, Ltd., distributors.

1950 (August) 1½-litre saloon, uncrazed; one owner, 17,000 miles; £1,145.

1949 (June) 2½-litre saloon, black with red leather, heater, one owner, mileage 30,000, exceptional; £1,045; open until 7 p.m.—Castelnau, S.W.13. (By Hammersmith Bridge.) Rif. 4444. [C1022

H. M. BENTLEY & PARTNERS, Ltd.

1949 (October) Riley 2½-litre sports roadster, maroon with fawn leather, modified gear change, radio, first-class condition; £1,165.
9, Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

1938 Riley Big 4 Kestrel saloon; £435.

PARADE MOTORS (MITCHAM), Ltd., 66-67, Monarch Parade, Mitcham. Tel. Mit. 3392. [C3036

1935 Riley Monaco, twin S.U.s, excellent condition throughout; £235.—Esl. 4796. [4340

1936/7 Riley 1½-litre Kestrel de luxe saloon, excellent condition; £340.
G. P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12. (100 yds Clapham South Tube). Batt. 1107-8-9. [C2084

SUSSEX specialists for reconditioned Riley cars, repairs, spares.—Lewes Motors, Ltd., Lewes.

BEARTS, of Kingston, Riley specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 3348.

PERFORMANCE CARS.—Good selection always available, written guarantee.—See under "Sports Cars." [C3041

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

RILEY

RILEY 1947 1½-litre saloon, excellent condition.—Worthing Motor Co., 26, Broadwater Rd., Worthing 71. [4215

1949 Riley 2½-litre sal., black; £1,050.—C. A. Pelo, Ltd., 42, North Audley St., W.1. Mayfair 3051. [C3045

1938 Riley 12/4 saloon, manual gear box; nice order, £365; 3 months' guarantee; terms and exchanges.—JACK WILLIAMS MOTORS, Ltd., 169, Priory Rd., Hornsey. Mountview 5228 and 5774. [C4054

1931 Riley 9 saloon, 30 m.p.g., excellent running order; £140.—Stoddart, 61, Warwick Sq., S.W.1. Victoria 5739. [4082

1947 Riley 1½-litre saloon, black, one owner; £895.—L. F. Dove, Ltd., 111-115, Addiscombe Rd., Croydon. Addiscombe 3066. [C1076

1948 1½-litre Riley, Bonallack 5-seater saloon body, maroon and oak; £375 or exchange Triumph Roadster.—Box 6257. [5271

1951 Riley 1½-litre saloon (reg. Nov., 1950), black with brown leather, fitted heater, 9,000 miles, as brand new throughout; £1,350.

1949 (July) Riley 1½-litre saloon, black with brown leather, one owner, 16,000 miles, as new; £925.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [4227

FOR sale, Aug. 1951 Riley 2½-litre saloon (with B.M.T.A. consent), mileage under 5,000.—Ernest A. Webb, Ltd., Barton Mills, Suffolk. [4020

1949 (model) 2½-litre Riley, green with fawn interior, superbly maintained by engineer-owner, many extras.

ROBBINS, 96-98, Upper Richmond Rd., East Putney, S.W.15. Tel. 4581. [4005

1938 model, Riley 16hp 4-cylinder Adelphi saloon, black with maroon upholstery, just overhauled, all in excellent condition throughout; £485.—JOHN CAMPBELL MOTORS, 415, Holloway Rd., N.7. North 4441. [C1036

1950 (Sept.) Riley 2½-litre saloon, black, speedometer 10,000 miles but looks 5,000; £1,450; hire purchase or exchange.—Ernest Sutton, Tel. Rogate 4. [C4023

1948 Riley 1½-litre saloon, grey, tyres as new, condition excellent, unmarked; £900 or nearest offer.—Bamford, Moor House, Uttoxeter. Tel. 188. [4111

1950 (July) 2½-litre Riley roadster, black, red leather, seat covers, 10,800 miles, taxed; £1,225.—Woking Motors (Maybury Hill), Ltd., Woking 1926. [C4057

1946 1½-litre, black-tan, excellent condition throughout, upholstery, battery, tyres, etc.; private; £725.—Garfit, St. Christopher's, Send, Woking 2032. [4259

1949 (Oct.) Riley 1½-litre saloon, 16,000 miles, black, red leather, H.M.V. radio, defrosters, as new; best offer.—Porter, 59, Knoll Drive, Coventry. Tel. 67625. [4041

1936 model Riley Falcon 12hp saloon, black with red leather upholstery, good tyres, licensed end of June; £225.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

WALTER SCOTT, Ltd.—1936 15/6 Riley Kestrel, grey, excellent condition; £295; terms exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4000

£895—1949 (Oct.) Riley 1½, black/brown leather, 20,000 miles, one owner, very nearly fully used, terms, exchanges.—G. S. Hall, Ltd., 302, King St., W.6. Riverside 2881. [C2051

CAMDEN MOTORS.—Riley 9hp Kestrel saloon, 1935, twin carburetor series, very bright coachwork, knock-on wheels, new carpets, headlining, etc., late property of real Riley enthusiast; £295.

CAMDEN MOTORS.—Riley 1½-litre 12hp Falcon saloon, late 1935, in silver grey with red leather, excellent condition, special synchromesh 4-speed manual gear box, new road springs and shock absorbers; £295.

CAMDEN MOTORS.—Riley 1½-litre 12hp Adelphi saloon, 1937, particularly attractive coachwork, recent engine overhaul, practically new tyres, fine runner; £395.

CAMDEN MOTORS.—Riley 1½-litre 12hp Kestrel saloon, 1936, special series engine, discs, loose covers, Rotoflo shock absorbers, outstanding mechanical order; £395.

CAMDEN MOTORS.—Riley 1½-litre 12hp foursome drop head coupe, 1939, an extremely rare and highly prized series in dark blue with red interior, superb performance and fine mechanical order, unrepeatable; £545.

CAMDEN MOTORS.—Riley 1½-litre 12hp Nuffield saloon, 1940, manual 4-speed synchromesh gear box, many similar features to post-war series, practically new Dunlops, outstanding performance; £595.

CAMDEN MOTORS.—Riley 1½-litre 12hp sports saloon, 1946, excellent black coachwork with leather interior, fitted radio, pass lights, etc., nominal mileage only; £695.

CAMDEN MOTORS.—Riley 2½-litre foursome drop head coupe, 1949, one of the very few post-war Riley coupes available, delightful 5-seater body, with usual Riley performance, we shall not be able to repeat this offer; £995.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2024 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase, hire purchase facilities, part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [C1035

1938 2½-litre Big Four saloon, 40,285 miles, really unique specimen, mistakeable for brand new, newly fitted tyres all round, Bosch radio, new battery, maximum approaches 100mph.—Speedsters, Ltd., Horley 628. See Sports Car column. [C4020

1950 (July) Riley 1½-litre saloon, black, green leather, 7,000 wireless, heater, privately serviced, perfect, open A.A./R.A.C. inspection, nearest £1,350.—Day, Cleal Grange, near Stourbridge, Worcs. Tel. Bellbroughton 314 evenings. [3858

RILEY

£395!—1937 Riley 9 saloon with special series engine; this vehicle is in outstanding condition, spotless bodywork and mechanically excellent, ideal for the enthusiast that wants a Riley as it should be! 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

495 gns.—Riley Kestrel Sprite, August 1937, 1½-litre foursome drop head coupe, light green, leather upholstery, preselector, Scintilla Veritex, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1937 Riley Kestrel Sprite engine 12hp saloon, now of over £500 in past 12 months, the above work includes engine, steering, brakes, shock absorbers, completely recellulosing maroon, new carpets and headlining to match, two new tyres, a really excellent car with a most amazing performance, 80mph and 30mpg, this is a quality sportsman's saloon that will give years of excellent service; £475, terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Manchester, 6. Pen. 5457. [C5000

Riley Cars Wanted

CMT—THE CAR MART, Ltd., wish to purchase Riley cars.—150, Park Lane, W.1. Grosvenor 5434. [0969

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Riley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0983

YORKSHIRE.—The Riley buyers. Barkers of Oakwood, Leeds, 8. Tel. 58256/7. [0345

CASH immediately for good Riley.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [W2001

1935-36-37 9hp Kestrel, immaculate mechanically-bodywork.—34, Leicester Rd., Blackpool. [4153

BLAKES, Riley distributors, will purchase any non-covenant Riley cars.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7735

POST-WAR Riley, 1½- and 2½-litre saloons wanted immediately.—Wilcox (Slough), Ltd., Morris House, Chandos St., Slough. Tel. 21429. [W4052

MOTOURISTS (LONDON), Ltd., are immediate cash buyers of post-war Riley saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0708

URGENTLY required, low-mileage 1947-50 Riley 1½- or 2½-litre saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9768

Riley Spares and Service

BOON & PORTER, Ltd.

RILEY distributors.—Spares and specialised service.—Castelnau, Barnes, S.W.13. Riverside 4444. By Hammersmith Bridge. [0147

ARCOT ENGINEERING, Ltd.

ARCOT ENGINEERING, Ltd.—Preselector gear boxes, exchange and repairs.—169, Fulham Rd., S.W.3. Kensington 7388. [0238

HARTLEY'S for Rileys, spares and service.—165-171, Stanstead Rd., Forest Hill, S.E.23. Forest Hill 2244-5. [0246

SQUIRE MOTORS, Ltd., of Henley-on-Thames, for specialised Riley service; cars collected and delivered by arrangement.—Tel. Henley-on-Thames 430. [0272

REX NEATE, Shamblehurst Lane Botley, Southampton, specialised Riley spares; large stocks of spares; prompt attention.—Enquiries to Botley 132. [0060

J. JAMES (LONDON), Ltd., carry the largest stock of Riley spares in the country; special equipment for mechanical and coach repairs.—Carters Lane, Highgate Rd., London, N.W.5. Gul. 5446. [0092

RILEY distributors for 29 years.—Comprehensive list of spares, quotation and advice invited; send your engine for complete overhaul by specialists.—Moss's Agencies, Ltd., High St., Leamington Spa. Tel. 67, 18636

ROLLS-ROYCE

HRH R. OWEN, Ltd.,
17, Berkeley St.,
GREAT BRITAIN'S leading specialists in Rolls-Royce and Bentley cars.
PROUD members of the Swain Group.
NATIONAL Motoring Organisation.

1936 Rolls-Royce 20/25hp Owen sedanca drop head coupe or Gurney Nutting, in fawn, with grey hide; extras. Ref. H.85058.

1936 Rolls-Royce Phantom III sedanca de ville by Gurney Nutting, in black, upholstered brown leather. Ref. H.7438.

1936 Rolls-Royce 25/30hp saloon with division by Barker, in black, with brown leather. Ref. H.7691.

1936 Rolls-Royce 25/30hp 7-seater limousine by A. Mulliner, in black, with black hide and fawn cloth to rear. Ref. H.6961.

ALL cars carry our unique six months' guarantee, unless otherwise stated at time of purchase. Please write or 'phone for details to:—
HRH R. OWEN, Ltd.,
17, Berkeley St.,
LONDON, W.1.
TEL. Mayfair 9060. [C3032

ROLLS-ROYCE

CMT—CAR MART, Ltd.

1938 Rolls-Royce 25-30hp 7-seater limousine by Park Ward, black with beige leather to front and beige cloth to rear; £2,250.

CAR MART, Ltd., Gloucester House, 150, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 5434. [C1039

RIPPON.

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RIPPON BROS., Ltd.

THE Leading Northern Rolls-Royce Distributors.

1949 Hooper touring limousine, black and cream with beige leather upholstery.

1937 30hp 4-door close-coupled saloon, by Hooper, blue with blue leather upholstery.

1936 25hp Rolls-Royce sports saloon by Rippon, black with blue leather.

1936 (Nov.) 30hp touring limousine, by Rippon.

PHONE, call or write for further particulars; demonstrations arranged without obligation.

RIPPON BROS., Ltd., Huddersfield 6340 (5 lines). Also at Bradford, Leeds and Sheffield. [0905

J. MARSHALL.

1929 Rolls-Royce 20/22 owner-driver by Hooper; £325.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2369. [9615

FRANK DALE offers:—

ROLLS-ROYCE and Bentley cars at to-day's current prices.—Tel. Fremantle 3789. 2a, Palace Green, Kensington, W.8. [C1067

PARK WARD & Co., Ltd.

OFFICIAL Rolls-Royce retailers.

OFFER slightly used Silver Wraith cars; details on application.

PARK WARD & Co., Ltd., 473, High Rd., Willesden, London, N.W.10. Tel. Willesden 0015. [0684

RUSSELL MOTORS offer:—

25-30 Rolls-Royce owner driver saloon with boot, exceptional car.

RUSSELL MOTORS (KNIGHTSBRIDGE), Ltd., 47, Sloane St., S.W.1. Tel. Sloane 9288. [C3060

JACK OLDING OF MAYFAIR.

OFFICIAL Rolls-Royce and Bentley retailers.

HAVE a selection of first-class used Rolls-Royce and Bentley cars; details of these and new cars on application.—Audley House, North Audley St., W.1. Mayfair 5242-3-4. [C5030

SWANMORE GARAGE offer:—

1937 Rolls-Royce Phantom III by Thrupp and Maberly.

1934 Rolls-Royce 20/25 by Thrupp and Maberly.

1933 Rolls-Royce 20/25 by Crosbie & Dunn.

20/25 Rolls-Royce 1936 shooting brake (1937 registration), new 1952 body.

SWANMORE GARAGE, 1176-1180, Christchurch Rd., Boscombe, Bournemouth. Tel. Southbourne 1022. [C4024

MASCOT MOTORS, Ltd., offer—

1936 (Oct.) 30hp Mulliner sports saloon with division.

1936 25hp Barker sedanca.

1935 25hp Charlesworth sports saloon.

1935 25hp Mulliner & Mann Egerton 7-seater limousines.

1934 25hp Park Ward sports saloon.

1933 40/50hp T. and M. continental sports saloon.

1932 25hp Freestone & Webb sports saloon.

1930 25hp 4-light saloon.

WE are anxious to purchase 20hp and 25hp Rolls-Royce and 3½- and 4½-litre Bentleys with all types of coachwork.

MASCOT MOTORS, Ltd., 257/245, Kensal Rd., Ladbroke Grove, W.10. Ladbroke 1231-2. [C3007

HAROLD RADFORD & Co., Ltd.

INVITE you to call and inspect their unique selection of Rolls-Royce cars.

1935 (November) Rolls-Royce Phantom II foursome drop head coupe by H. J. Mulliner, with large built-in luggage trunk at rear, colour grey, new wings fitted to modernise appearance, speedometer reading 80,000 miles, in very good condition.

HAROLD RADFORD & Co., Ltd., Melton Court, South Kensington, S.W.7. Tel. Kensington 6642 (5 lines). [C5047

CHIPSTEAD MOTORS, Ltd.—See our advertisement under "Sports Cars." [C1046

1937 25/30 Rolls-Royce limousine, wide occasionals, private owner.

1935 25hp Rolls-Royce Freestone & Webb sedanca owner driver saloon with boot; also

25-30hp Mayfair owner driver saloon with boot, faultless.

R. C. MORTLAKE, 253, Kensal Rd., London, W.10. Ladbroke 3155; after 6.30, Arnold 4604. [C3017

ACLAND & TABOR, Ltd., Welwyn 481, offer with three months' guarantee:

ROLLS-ROYCE 20/25 sports 4-door saloon by Thrupp & Maberly, first registered July, 1953, finished black, grey leather. [C1001

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROLLS-ROYCE

JACK BARCLAY, Ltd.

LARGEST official retailers of Rolls-Royce and Bentley; L. stock list of used models on request to—

12-13 St. George St., Hanover Sq., London, W.1.

JACK BARCLAY, Ltd. Tel. Mayfair 7444 [0065

CHARLES FOLLETT, Ltd., Accredited Rolls-Royce & Bentley retailers and repairers offer:—

1948 Rolls-Royce Silver Wraith, owner-driver saloon by Park Ward, two-tone grey, blue hide, one owner, 25,000 miles only (genuine), maintained by makers, as new throughout; £4,500.

18, Berkeley St., W.1. May. 6266.

SERVICE Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5936-8. [C2010

ROLLS 1935 20/25 black 2-seater sports, in first-class condition; £800.—Tel. Thanet 51584. [4128

1935 Rolls-Royce 20/25 Windover 7-seater limousine, face-forward seats; £295.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3025

1935 Rolls-Royce owner-driver sports saloon, most exceptional condition, licensed; £1,295.—Mayfair 5080. [C2030

OWNER-DRIVER, 1936, 30hp, 4-door, H.J.M. saloon, hood, leather, excellent history, carefully maintained, reasonable cost. Below.

1938 Phantom III (solid tappets) Windover partitioned Limousine, forward occasionals, lavishly equipped, mileage 33,000, superlative condition, exceptional opportunity.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [C1006 I

1938 Rolls-Royce 30hp limousine, stored during war, superb condition, £2,100.—Collin Haines, Ltd., 30a, Bourdon St., W.1. Mayfair 2336. [C2030

1938 delivery Phantom III Rolls-Royce owner-driver sports saloon by Windover, black, grey leather upholstery, under 20,000 miles, and solid tappets.

1937 delivery 25-30hp Rolls-Royce owner-driver saloon with division by James Young, engine just reconditioned, very attractive car.

PADDON BROS., Ltd., 60, Cheval Place, S.W.7. Ken. 9477. [C3088

1938 (April) Rolls-Royce 25/30 limousine by H. J. Mulliner, 35,000 miles, reported to be genuine, new tyres, radio, really excellent condition throughout.

SHAW MOTORS, Ltd., 666-678, Garratt Lane, London S.W.17. Wim. 3051-2. [C4008

ROLLS-ROYCE 20/25 owner-driver sports saloon by Hooper, black with maroon leather, immaculate condition throughout.—Full particulars from Elgar 5585. [C1000

ROLLS-ROYCE 22hp coupe, new hood, good tyres, extremely attractive appearance, photo available, sound and reliable; £225.—Baker, Highlands, Bucklebury, Berks. [4509

ROLLS-ROYCE 25hp owner-driver sports saloon by Hooper, with large luggage boot; the condition of this car is in every way perfect and the mileage is low; 1,650gns.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1955, 1709. [4354

FOR sale.—1939 Rolls Wraith, chauffeur driven, perfect condition, about 30,000 miles; £5,650 or near offer; to be seen by appointment.—Write G. H. W., Elm Grove, Chislehurst, Kent. [4172

30 hp Rolls-Royce (2/3/37) sedanca de ville by H. J. Mulliner, black, recent engine overhaul, immaculate condition; £1,575.—Silverthorne Motors, Ltd., 1013, Finchley Rd., N.W.11. Meadway 2266. [C4011

1934 (September) Rolls-Royce 20-25hp 6-light owner-driver saloon, two owners only, first-class condition.—Full details from Dixon's Garage, 154, West Hill, Putney, S.W.15. Putney 0596. [C1075

1934 Rolls-Royce 20/25, owner-driver, sports saloon by Hooper, two owners, excellent history, very smart car; £1,385.—Taylor and Crawley, 48, Kensington Court, W.8. Western 6015. [2024

CLARKE'S OF PIRBRIGHT, Surrey, automobile engineers, officially appointed retailers and repairers, offer a twenty-four hour service to owners; good cars available for inspection. Tel. Brookwood 2201-2. [0557

ARCHIE SIMONS & Co., Ltd.—1934 Rolls-Royce 20-25hp limousine body by Hooper, face forward occasionals, just been completely overhauled, in exceptional condition throughout; £945.—94, Gt. Portland St., W.1. Lan. 1343. [C4013

ROLLS-ROYCE 20/25hp, chassis GAU 2 fitted with modern shooting brake body and hide upholstery, sold owing to delivery of new replacement car, in good running condition.—Apply R. C. Witcomb Long Bennington, Newark. [2546

1939 Rolls-Royce Wraith, owner-driver sports saloon by H. J. Mulliner, black, with red hide, 38,000 miles only.—Clayton's Cars (London), Ltd., 537, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [C1050

ROLLS-ROYCE 1939 (Sept.) Phantom III Gurney Nutting sedanca limousine, blue lower panels, black top, black leather to driver's compartment, fawn West of England cloth to rear, 15,700 miles, original condition.

CHARLES ATTWOOD & SON, Ltd. (Rolls-Royce and Bentley Retailers), Wolverhampton. Tel. 20634. [3514

1933 (July) Rolls-Royce Phantom II continental chassis, beautiful 4-door close-coupled saloon with sliding roof by Park Ward, maroon with brown hide. Rolls-Royce maintained in splendid condition throughout; £875.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

ROLLS-ROYCE

H. M. BENTLEY & PARTNERS, Ltd.

1939 Rolls-Royce Wraith limousine by Messrs. Park Ward, Ltd., finished in black and dark blue with blue leather interior, 10,850 miles only.

9 Albemarle St., London, W.1. Tel. Grosvenor 5551. [C1018

ROLLS 20-25, owner-driver, divided partition, face forward occasionals by Cunsly and Dunn, 60,000 miles only since new, not registered or run since 1938 until this year, when completely serviced and put on road by Rolls agent; £575 or nearest.—Grosvenor 2655. [C4012

1948 Rolls-Royce Silver Wraith with sedanca de ville body by H. J. Mulliner, black, beige upholstery, electrically controlled division and rear blind, interior heater and radio, one owner, first registered December, 1948, genuine mileage 15,500, condition throughout indistinguishable from new.

W. F. MAIDENS, Sleaford, Lincs. Tel. 135. [3643

VINTAGE AUTOS, of Knightsbridge, the Rolls 20 specialists.—Always a selection of good Rolls 20s and 25s at competitive prices.—Head office and showrooms, Queen's Gate Mews, Gloucester Rd., Kensington. Western 5522. Sales and Works, 189/195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 8326. [C4039

ROLLS-ROYCE 20-25hp 4-door 4-light sports saloon by Freestone & Webb, no division, projecting boot, Chassis No. GWX 29, black, grey hide upholstery, R100 lamps, good tyres, exceptionally clean inside and out, excellent mechanical condition, very smart and economical, any trial; reasonable price.—Newcastle-u-Lyme Motor Services, Ltd., Brunswick St., Newcastle, Staffs. Tel. Newcastle, Staffs. 66266-7-8. [4541

ALPE & SAUNDERS display Rolls-Royce Limousines, offered with Mechanical Guarantee Certificate, below:—

LIMOUSINE 1934 25hp Barker, partition, forward occasionals, black, bargain, £795.

LIMOUSINE 1935 25hp Park Ward, leather throughout, partition, black, forward occasionals, superb, also 1936 Hooper, swept tail, Bargain value.

LIMOUSINE 1935 Phantom II Hooper (extra roomy) forward occasionals, partition, black, privately owned, opportunity.

LIMOUSINE 1937 30hp Park Ward, forward occasionals, partition, low mileage, black, £1525, also 1938 Barker 30hp Landaulette, superlative condition, low cost.

LIMOUSINE 1938 (mileage 33,000) Phantom III (Solid tappets), Windover, partition, forward occasionals, swept tail, black, magnificent carriage.

WRAITH (August 1939) Park Ward Limousine, partition, forward occasionals leather throughout, reasonable mileage, also 1940 Thrupp 30hp Limousine, black, opportunity, £2190. Seen:—

ALPE & SAUNDERS always purchase Rolls-Royce. Providence Court, North Audley Street. Mayfair-2941. [C1006

Rolls-Royce Cars Wanted

SOUR demand is urgent.

OWNERS who have Rolls-Royce cars for disposal are invited to communicate with the Swain Group of Companies London office, H. R. Owen, Ltd., 17, Berkeley St., W.1. Tel. Mayfair 9060. Head Office, Hoffmann's Garage, Ltd., Huddersfield Rd., Halifax, Yorks. Tel. Halifax 5944. [0516

CMT

THE CAR MART, Ltd. wish to purchase Rolls-Royce cars.—Gloucester House, 390, Park Lane, W.1. (Corner of Piccadilly.) Grosvenor 3454. [0970

J. MARSHALL.

WANTED, Rolls-Royce 20/22 and 20/25, all types of coachwork, any condition.

J. MARSHALL, 869, St. Albans Rd., Watford. Tel. Garston 2868. [0948

A & S always purchase 25/30hp Saloons with boot.

A & S also foursome coupes.

A & S urgently need Phantom II also Phantom III Saloons and Limousines, prompt attention assured.—Alpe & Saunders, Providence Court, North Audley Street. Mayfair-2941. [W1006

ROWLAND SMITH'S the Rolls-Royce buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

WE are open to purchase any type pre-war Rolls-Royce cars, complete or otherwise.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0063

THE SOUTHERN MOTOR COMPANY is interested in the purchase of all types of Rolls-Royce cars, 20 and 25hp models.—Lowfield Heath, nr. Crawley, Sussex. Crawley 437. [9686

BROADWAY MOTOR Co. require 25hp Rolls-Royce cars particularly with owner-driver saloon or d.h. coupe bodywork; pears 1930 to 1935.—3-13, Russell Rd., Wimbledon. Liberty 2494. [0017

CHARLES FOLLETT, Ltd.—Officially appointed retailers and repairers, buy good late cars.—18, Berkeley St., W.1. May. 6266. Service, works and stores: Barnsdale Yard off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0597

Rolls-Royce Spares and Service

JACK BARCLAY, Ltd.

LARGEST official retailers and repairers of Rolls-Royce L. cars, servicing or complete overhauls, mechanical or coachwork. Large stock of spares for all models.

WORKS.—Lombard Rd., Morden Rd., Merton, S.W.19. Liberty 7222 (8 lines). [0625

JACK OLDING, official Rolls-Royce retailers.

RECEPTION for service in the heart of Mayfair, R. complete overhauls, mechanical or coachwork.

TEL. Mayfair 5242 for collection.—18, Providence Court, W.1. [0021

Rolls-Royce Spares and Service

CHARLES FOLLETT, Ltd., officially appointed retailers and repairers.

SHOWROOMS: 18, Berkeley St., W.1. May. 6266.

SPARE parts.

SERVICE: Barnsdale Yard, off Elgin Avenue, W.9. Tel. Cunningham 5936-7-8. [0614

MERCHISON MOTORS, specialists for Rolls-Royce and Bentley. Works Director, "Wilkie" Wilkinson, Merchison Mews, Ed.nburgh, 10. Tel. Jubilee 2795. [0567

CENTRAL GARAGE, Croydon, specialists in servicing, complete overhauls, mechanical or coachwork for all Rolls-Royce and Bentley models.—Central Garage, Tel. Cro. 7464. [8104

ALL spares for 20 and 25hp Phantom I and Phantom II chassis; also reconditioned replacement engines guaranteed for 12 months for the above models, full repair service at reasonable charges, also wheels, tyres, etc.—Compton, 69, Westow St., Crystal Palace, S.E.19. Liv. 3362. [0064

ROVER 10

B. J. HUNTER, Ltd., offer:—

1946 Rover 10 saloon, one owner, positively as new; £795.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

L. F. DOVE offer:—1939 Rover 10 saloon, one owner since new, immaculate throughout, 30,000 miles, £595.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

695 gns.—Rover 10, April 1946, de luxe 4-door saloon, black, sliding head, brown leather, moderate mileage, carefully used, excellent condition, taxed; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4016

NAYLOR & ROOT, Ltd.—1946 Rover 10 de luxe saloon, black, brown hide, attractive and economical; £695; 6 months' guarantee; choice of 100 quality cars; demonstration free, terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 8-6 each week-day including Saturday. [C3022

ROVER 12

£385.—1937 Rover 12 saloon, immaculate and fully guaranteed.—Value Cars, 362, Upper Richmond Rd., S.W.14. [3971

1938 Rover 12 saloon, reconditioned; £495.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1939 Rover 12hp 6-light saloon, grey, blue leather, 9,000 miles only since complete engine and chassis overhaul; must be tried to be appreciated; £625.

PETER BANTOCK CAR SALES, 104, High Rd., W.4. Chiswick 5870. [C1014

1946 Rover 12hp 6-light saloon, black/brown leather, new engine recently fitted by Rover; £595.—Woking Motors (Maybury Hill), Ltd., Woking 1926. [C4057

1939 12hp Rover 4-door saloon, in beautiful condition, completely overhauled recently and new engine installed, coachwork and interior perfect, taxed; £595.—Tel. Ravensbourne 1125, week-days only.

1946 (November) Rover 12 saloon, black, immaculate, heater and extras, taxed and insured, one owner; £900, seen by appointment.—R. W. Burney, Douglas Bank Works, Wigan, Lancs. Wigan 5860. [4076

595 gns.—Rover 12, 1939 model, de luxe 4-door saloon, black, sliding head, brown leather, spot lamp and fog lamp, unworn tyres, very carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below.

365 gns.—Rover 12, June 1937, de luxe 4-door saloon, grey and blue, blue leather, wheel discs, excellent condition; terms, exchanges.—Rowland Smith, below.

245 gns.—Rover 12, 1935 model, de luxe 4-door saloon, black, sliding head, blue leather, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1936 Rover 12 saloon, 8 very good tyres, recent new battery, 11,000 miles approx. since rebored, fitted fog lamp and licensed to end of year, excellent condition; £545.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

1939 Rover 12 saloon, fitted modern combined heater and demister, radio and wheel discs, fog lamp, good tyres, finished black with brown hide upholstery, excellent condition throughout; £645.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

£595 1939 model Rover 12 saloon, similar to post-war model, in original and immaculate condition throughout, finished navy blue with blue leather upholstery, engine reconditioned last year and mechanically the car is very much above average, 3 months' written guarantee; hire purchase, exchanges.

GRAY'S CARS (LONDON), Ltd., 277, Green Lanes, London, N.13. Palmers Green 2565. [5391

ROVER 14

GATEHOUSE MOTORS offer:—

1936 model Rover 14 saloon, in excellent condition; £295.—Gatehouse Motors, Ltd., Highgate Village, London, N.6. Mou. 6444. [C3021

1939 Rover 14 Tickford 2-door foursome drop head coupe, ivory with red leather; £495.

H. A. SAUNDERS, Ltd., 144, Colders Green Rd., N.W.11. Speedwell 0011. [C4005

1936 Rover 14 de luxe saloon, extremely well kept; £295.—A.E. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1947 Rover 14 saloon, in grey, radio, exceptionally nice throughout; £795; terms arranged.—Holmes & McCarthy, Palmers Green 6851. [C4056

ROVER 15

ROVER 1939 15hp coupe, Tickford body, first-class mechanical condition, recently resprayed; £700.—Goodman & Mann, Portsmouth Rd., Esher. Ember-brook 5400. [4334

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

ROVER 16

1938 Rover 16 sports saloon, reconditioned engine, original cellulose; £450.—Carr Bros., The Soho Garage, 21, Soho Sq., W.1. Ger. 6678. [4365

1947 16hp sports saloon, first registered November, colour black, immaculate condition; £900 or exchange.—Parkers, Ltd., Bradshawgate, Bolton. Tel. 4080. [4204

1947 Rover 16 six-light saloon, 19,000 miles, condition equal to new, H.M.V. radio and heater.—Cost a Motoire (Leicester), Ltd., Conduit St. (Tel. 60519), Leicester. [C1059

1938 Rover 16 saloon in splendid condition throughout, absolutely faultless performance and a delightful car to drive, black with brown hide upholstery; £595.—Pantiles Service Garage, London Rd., Guildford 5326. [C3035

750 ens.—Rover 16 1946 de luxe saloon, black, sliding head, brown leather, heater, new tyres, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

£695!—Rover 16, fitted foursome drop head bodywork, this vehicle is in such magnificent condition that it has been persistently mistaken for post-war model worth £1,500, look at it, drive it, it's magnificent and cannot be faulted; also choice 2 saloons; 3 months' guarantee, hire purchase, exchanges.—LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

TANKARD & SMITH, Ltd., offer 1939 Rover 16 6-light saloon, in black, with green leather, engine recently completely reconditioned and not yet run in, beautifully clean coachwork; £550; three months' written guarantee; also 200 guaranteed used cars of all makes.—196, Kings Rd., S.W.3. Tel. Flaxman 4201/3. [C4026

ROVER 20

1938 Rover 20 sports saloon, engine and clutch reconditioned, interior body and paintwork excellent; £575.—GARAGE SERVICE Co., Ltd., 1081, Finchley Rd., Temple Fortune, Golders Green. Speedwell 8692 or 5408. [C2019

ROVER 60 & 75

CAR MART, Ltd.

1949 Rover 75 saloon, 11,000 miles; £1,195.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3454. [C1059

R. F. FUGGLE, Ltd.

1950 Rover P4 75, mileage 3,000, fitted with all accessories, in every way equal to new; £2,200.—R. F. FUGGLE, Ltd., Bushey Heath, Herts. Tel. 1685. [C2017

TICKFORD, Ltd., offer:—

1949 (Dec.) Rover P.4 sal., speedo reading 9,000, green, grey leather, H.M.V. radio, one owner, as new.

1948 Rover 75 sports sal., speedo reading 10,000, green, green leather, radio, heater, as new.

1948 Rover 60 sal., black, grey leather, speedo reading 24,000, heater, one owner, ex. cond.

1948 Rover 60 sal., black, green leather, radio, heater, speedo reading 15,000, ex. cond.—8, Upper St. Martin's Lane, W.C.2. Temple Bar 3556. [C4029

PHILIP RICKARDS, Ltd., offer:—

1950 Rover P4 saloon, 9,000 miles, black/grey.—4, Brick St., Park Lane, London, W.1. Grosvenor 4772/3. [C3051

WARWICK WRIGHT, Ltd., offer:—

1950 Rover 75 P4 saloon, black, red leather, heater, 9,000 miles.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

ARTHUR MULLINER, Ltd., offer:—

1950 Rover P4 saloon, first registered 22.2.50, black with red leather upholstery, thoroughly maintained by one previous owner, fitted heater, extremely good example of this very fine motor car; it will pay you to telephone or write for the latest price list of our comprehensive stock, and terms of our incomparable six months' guarantee.—ARTHUR MULLINER, Ltd., Bridge St., Northampton. Tel. 907. [C3019

DUNHAM & HAINES OF LUTON, the Rover distributors.

WE hold large stocks of replacement parts and have a representative stock of excellent post-war Rovers including:

1949 75 6-light saloon, colour black with grey hide upholstery, one very careful owner, fitted new tyres, heater and radio, a specimen car in excellent order in every respect; £1,295.—DUNHAM & HAINES, 46, Castle St., Luton 2100. [C1079

P 4 Rover saloon, delivery mileage guaranteed.—Offers to Box 0634. [4360

1950 Rover 75 model P4, black, in perfect condition throughout; £1,775.—Caffyns, Ltd., Sevenoaks 2571. [4045

£1095!!!—Rover 75 sports saloon, 1948, the rare 4-light series, impeccable condition, original mileage only, absolutely outstanding value.—CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars; hire purchase, part exchanges; free delivery; showrooms open till 8 p.m. 5th day Saturday. [C1085

1950 (Oct.) Rover P.4 saloon, black, red leather, 6,000 miles, one owner, as new; £1,650.—Seymour & Clements, Ltd., 38, Watford Way, Hendon Central, N.W.4. Hendon 2146. [C4007

1950 (July) Rover P4, black, green leather, 7,500 miles, radio, heater, loose covers, floor mats, showroom condition; £1,750.—Milnes, 7, Clare Rd., Halifax, Yorkshire. Tel. Halifax 5141. [4146

LAND-ROVER

OFFERED by:—

EVANS (WIMBLEDON), Ltd.—A selection of high grade used Land-Rovers with 3 months' specific guarantee.—Evans (Wimbledon), Ltd., Rover Main Dealers, Alexandra Rd., Wimbledon. 0163/4. [1140

HARVEY HUDSON, Ltd.

1950 (October) Land-Rover, 6,000 miles, as new.

1948 (December) Land-Rover, 18,000 miles, in very good condition.

THE above are examples from the finest stock of reconditioned, guaranteed Land-Rovers and ancillary equipment in the country.—HARVEY HUDSON, Ltd., the Land-Rover Specialists, 5, South Woodford, E.18. Wanstead 0056. [C2039

1949 /50 Land-Rover, low mileage, exceptional condition; £525.—Walton-on-Thames 414. [C3059

1950 series Land-Rover, one owner, extras, original condition; £625.—Odeon Motors, Ltd., Barnet 4100. [C3028

Land-Rover Cars Wanted

HARVEY HUDSON, Ltd. (the Land-Rover specialists), wish to buy Land-Rovers.—South Woodford, E.18. Wanstead 0056. [W2039

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HENLYS, Ltd.,

ENGLAND'S Largest Rover Distributors,

DEVONSHIRE House, Piccadilly, W.1. (Grosvenor 2267.)

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FINCHLEY (Finchley 0081),

GREAT West Road (Ealing 3477).

CAMDEN TOWN SERVICE STATION (Gulliver 4141).

HENLYS, Ltd., England's Leading Motor Agents. [0029

BEARTS, of Kingston, Rover specialists, sales, spares, repairs.—102, London Rd., Kingston, Kingston 5348.

R. P. POWELL MOTORS, Ltd., for Rover cars.—East London Area Dealers, 521, Romford Rd., Forest Gate, E.7. Maryland 4618-9. [0701

CAMDEN MOTORS.—Rover 10hp sports saloon, 1939, a very special one-owner car, coachwork completely unblemished and a relatively tiny total mileage, attractive Rover green cellulose with interior to match; £625.

CAMDEN MOTORS.—Rover 10hp sports saloon, 1946, blue, blue leather interior, fitted heater, passlights, etc., excellent condition, just fitted new Firestone tyres; £745.

CAMDEN MOTORS.—Rover 12hp saloon de luxe, 1939, black, blue interior, all features similar to post-war series, fine economical performance; £595.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1956, grey, blue interior, sun roof, free wheel, body free from rust, very good tyres; £295.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1938, genuine one-owner car since new, carefully maintained, very much above average condition, fitted heater, loose covers, etc.; £545.

CAMDEN MOTORS.—Rover 14hp sports saloon, 1947, another genuine one owner car, fitted radio, heater, in derate mileage; £695.

CAMDEN MOTORS.—Rover 16hp saloon de luxe, 1938, original green finish with brown leather interior, very recent major engine overhaul, smooth, effortless performance; £495.

CAMDEN MOTORS.—Rover 16hp saloon, 1948, unblemished black exterior, nylon loose seat covers, built-in heater, 18,000 recorded miles only; £995.

CAMDEN MOTORS.—Rover 75—see our separate advert. under Rover 75.

CAMDEN MOTORS, Rover Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [C1085

Rover Miscellaneous Cars Wanted

CM

THE CAR MART, Ltd., wish to purchase Rover cars.—150, Park Lane, W.1. Grosvenor 3454. [0971

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Rover buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0985

COOMBS & SONS (GUILDFORD), Ltd.

URGENTLY wanted good condition, pre-war and post-war Rover cars; offers appreciated.—Portsmouth Rd., Guildford. Tel. 62907. [0242

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton Surrey. Vigilant 1121.

CASH immediately for good Rover.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [W2001

HATTONS, of Lord St., Southport, urgently require 10, 12 and 14hp Rovers, 1936-39, in condition above average. [0800

Rover Miscellaneous Cars Wanted

TICKFORD, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 3556, will purchase low mileage post-war Rover cars. [W4029

ALBONS, of Barking, purchase for cash post-war Rover cars.—105-7, Longbridge Rd., Barking. Tel. Rippleway 1285. [0484

BLAKES, Rover agents, will purchase any post-covenant Rover car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7736

ALBERT FARNELL, Ltd., would appreciate the offer of your Rover if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0215

MOTORISTS (LONDON), Ltd., are immediate cash buyers of post-war Rover saloons.—Great North Rd., E. Finchley Station, N.2. Tudor 2301-2. [0708

DAVID ROSENFIELD, Ltd., Rover distributors, are anxious to buy small mile, out-of-covenant Rovers.—76, Deansgate, Manchester. Tel. Deansgate 5455. [0554

Rover Spares and Service

DISMANTLING Rover 14 1934 most new axleshafts.—Motolympia, Welshpool. Tel. Oswestry 490. [0455

LEATHWOOD'S GARAGES, Ltd., 203, St. James's Rd., Croydon. Tho. 1222. Main Rover dealers for Croydon. [0129

LEIGH PARK MOTORS, Ltd., Datchet, Slough, Bucks. Rover distributors for spares and specialised service.—Tel. Datchet 54. [0047

R. P. POWELL MOTORS, Ltd., East London area dealers for Rover sales, service and spares.—521, Romford Rd., Forest Gate, E.7. Maryland 4618-9. [0405

DAVID ROSENFIELD, Ltd., Rover Distributors Lancashire and Cheshire; very large spares stock available.—Cheetham Hill Rd., Manchester, 8. Tel. Blackfriars 2502. [0555

SINGER

WARWICK WRIGHT, Ltd., offer:—

1950 Singer S.M. 1500 saloon, green, beige leather, 5,000 miles.—WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

WEMBLEY COURT MOTORS offer:—

1947 Singer Super 10 saloon, burgundy, in very good condition throughout, any inspection or trial; bargain, £495.—Wembley Court Motors, High Rd., Wembley. Wembley 0266. [C4050

D. J. SHEPHERD & Co. (ENFIELD), Ltd.

1948 Singer 10 de luxe 4-door saloon, excellent condition, small mileage; £595.—D. J. Shepherd & Co. (Enfield), Ltd., 435, Hertford Rd., Enfield. Howard 1631. [C4009

1950 (Nov.) S.M.1500 saloon, black/beige leather, one owner, moderate mileage; £775.

1947 (Oct.) Super 10 saloon, black/brown; £450.—H. A. SAUNDERS, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0012. [C4004

SINGER Super 12 1938, rebuilt 1952, immaculate; £350 o.n.o.; genuine car.—Waltham Cross 4202. [4295

£290—1939 Singer 9 Bantam de luxe saloon, clean condition throughout.—Below.

£199—1938 Singer 9 Le Mans sports coupe, red and silver, very clean condition.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

1947 Singer 4-seater roadster, maroon, superb condition bodily and mechanically; £475.

G. & R. GARAGE, Ltd., 33, Victoria Rd., Surbiton. Elmbridge 6755. [C2025

1950 S.M.1500 saloon, beige with radio and other extras, specimen condition; £895 or exchange.—Parkers, Ltd., Bradshawgate, Bolton 4080. [4206

1948 Singer Super 10 saloon, one owner, new engine fitted, taxed; exchange considered; price £495.—Kingston Garage, Anlaby, Nr. Hull. Tel. Hull 57156. [4174

MANCHESTER, South Lancashire, North Cheshire, specialized sales, service and spares facilities.—Parkers, Ltd., Distributors, Bradshawgate, Bolton. Tel. 4080. Deansgate, Manchester. Deansgate 4507. [0399

445 ens.—Singer Super 10, December 1946, de luxe saloon, black, sliding head, brown leather, carefully used, excellent condition; choice of 5 Super 10's; terms, exchanges.—Rowland Smith, below:—

475 ens.—Singer 9, July 1947, sports 2/4-seater roadster, black, maroon leather, glass side screens, small mileage, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

295 ens.—Singer 9, 1939, sports 2/4-seater roadster, red, red leather, new hood, very good condition; terms, exchanges.—Rowland Smith, below:—

265 ens.—Singer 9, July 1937, Le Mans sports coupe, black, sliding head, green leather, good condition; taxed; terms, exchanges; list; open 9-7 weekdays and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

Singer Cars Wanted

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Singer buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0986

Singer Spares and Service

REPAIRS, reconditioned gear boxes.—10, Winchester Mews, N.W.3. Pri. 6159. [0101

THE North's premier Singer spares stockists, Coulthurst & Grimshaw, Ltd., Whalley New Rd., Blackburn, Lancs. Tel. 48091-2. [7970

AUTOMENDERS, Ltd., are specialists in Singer service and overhauls.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0754

GORDON CARS (LONDON), Ltd., the London Singer distributors for spares, repairs and service.—St. Alban's Lane, Golders Green, N.W.11. Speedwell 4701-2.

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Singer Spares and Service

E. PASCALL (GUILDFORD), Ltd., sole distributors for West Surrey; spares and specialised service.—Central Buildings, North St., Guildford. Tel. 2274-5-6.

ALLENS OF BRISTOL.—Singer distributors for Somerset and South Gloucestershire; comprehensive spares stock; quote chassis number.—Berkeley Square, Bristol. Tel. 22514 [C819

SPORTS CARS

SRILEY 9hp underslung, completely rebuilt, £225; Lagonda 2-litre, modern coachwork, £295; Rolls 20/25, £550; and a varied assortment of other sports cars including Aslard, Mercedes K500 cab, "A." Riley Lynx, Ford Pilot special, Alfa Romeo, etc.
SIMMONS (MAYFAIR). All enquiries to Office, 12, Rex Place, Park Lane, Mayfair, W.1. Grosvenor 2635. [C4012

BLAKES
THE Northern Sport and
RACING Car Specialists
BLAKES buy, sell and repair racing and sports cars; write for lists and quotations.
J. BLAKE & Co., Ltd.
110 Bold St., Liverpool.
ROYAL 6622. 'Grams: Autocar, Liverpool. [5308

KEN AUTOS offer:—
1949 Allard drop head coupe.
1949 Citroen Light 15 saloon.
1937 Renault Viva Grand Sports.
KEN AUTOS. Tel. Kensington 6955. [C2046

C.N.K. MOTORS offer:
M.G. T.C. 1947 (September), one owner, black, green leather, new tyres, immaculate; £545.
M.G. 1½-litre V.A. tourer, 1938, new hood, excellent throughout; £350.
VAUXHALL 14 1939 J saloon; £395.
CHEVROLET tourer, 1921, 685 miles from new!! £175.
TERMS, exchanges.—C.N.K. Motors, 353, Finchley Rd., N.W.3. Tel. Hampstead 5712. [C1052

PERFORMANCE CARS.
WINDMILL GARAGE, Great West Rd., Brentford, Middlesex. Tel. Ealing 8841.
WEST End Show Hall, 107, New Cavendish St., W.1. Museum 8821.
THE biggest and best selection of sports and touring cars in the country.
ONLY 3 minutes from Northfields Tube Station, Piccadilly or District Underground.
R.A.C. Repairers; A.A. appointed garage; M.A.A. Specialised Repairers; Modern Service Station.
ALL cars over £150 are offered with our 3 months' specific written guarantee.
A.C. 2-litre drop head fourseme, checked throughout, 1939, £475; Allard J2, 1950, £875.
ALVIS Silver Eagle 3-seat drop head fourseme, 1936, £375; Austin 12 Ascot saloon, 1937, £275.
BRITISH Salmson 2½-litre roadster, low mileage, two owners, specimen, 1938, £475.
BENTLEY 4½-litre "blower" V.D.P. tourer, 1931, £495; Bentley 4½-litre d/h. coupe, 1929, £365.
BENTLEY 4½-litre V.D.P. tourer, 1928, £295; Bentley 3½-litre, 2-seater, rebuilt, £465.
BENTLEY 6½-litre V.D.P. tourer, 1924, £225; Bentley 3-litre Park Ward saloon, 1925, £195.
DELAGE D6 75 drop head fourseme, specimen, 1938, £545; B.S.A. Scout 10hp 2-str, 1937, £245.
FIAT 1100 4 h. fourseme, 1939-46, £595; Fiat 1100 saloon, 1936, £295.
FORD 10 4-seater tourer, 1937, £225; Ford 10 4-seater tourer, 1936, £195.
HOTCHKISS 3½-litre Grand Sport drop head 2-seater, checked throughout, spotless, 1936, £425.
JAVELIN 14hp de luxe saloon, 1949, £775; Jeep shooting brake, 1946, £325.
LAGONDA V12 sports saloon, complete check-over by Lagondas (bills available), 1939-49, £725.
LAGONDA 16/80 V.D.P. tourer, 1933, £525; Lagonda 4½-litre V.D.P. tourer, 1934, £595.
LAGONDA 4½-litre saloon, spotless, 1934, £225; Lagonda 2-litre saloon, 1932, £165.
M.G. See large selection under M.G. column.
MERCEDES-BENZ 540K Type "A" cabriolet, checked throughout, spotless, 1937, £925.
RILEY Lynx 14hp tourer, 1933, £245; Riley 9 special 2-seater, £195.
RILEY 1½-litre saloon, 1947, £745; Riley 2½-litre saloon, 1948, £925.
RILEY 2½-litre roadster, 1950 (August), £1,450; Riley 1½-litre Kestrel saloon, 1935, £275.
ROVER 16hp saloon, 1937, £345; Bentley Straight 8 drop head fourseme, 1936, £295.
ROLLS-ROYCE Phantom II close coupled sedanca de ville limousine by Windover 1934, £695.
ROLLS-ROYCE Phantom II, fitted late close coupled limousine by Thrupp & Maberly, 1935, £525.
STANDARD 8hp drop head fourseme, 1935, £295; Standard 8hp 4-seater tourer, 1939, £315.
SINGER 9 Le Mans 2-seater, 1934, £245; Singer 9 Bantam saloon, 1936, £195.
WOLSELEY 14hp saloon, 1937, £275; Wolseley Hornet 4-seater tourer, 1933, £150.
SELECTION of cheap but good, sound cars at knock-out prices.
ALVIS Crested Eagle saloon, 1934, £95; Alvis Silver Eagle 2-seater, 1930, £75.
ALVIS 30hp 2-seater special, £145; Austin 10hp saloon, 1934, £95.
CHRYSLER 26hp utility 1936, £85; Ford 8hp 4-door saloon, 1933, £145.
HILLMAN 10 saloon, 1934, £115; Jaguar 2½-litre sports saloon, 1936, £125.
MORRIS 8hp saloon, 1935, £145; Talbot 105 saloon, 1935, £75.
PERFORMANCE CARS. [C5041

SPORTS CARS

B. & G. MOTORS offer:—
£275.—Talbot 105 Fox & Nicholls open streamlined 2/4-seater, a really hot motor that will make your hair stand on end all right; remember, only £12/10 tax next year!! Identical in appearance to the famous team cars.
£180.—M.G. 8hp J2 open sports 2-seater, green, mechanically excellent, twin carbs., slab tank and all the gubbins.
£165.—Hillman 10 Aero Minx fourseme drop head coupe, new hood, resprayed, mechanically a wow, a very beautiful little car.
£155.—Ford 8 open sports 4-seater, new hood, small mileage since recon. engine fitted.
£148.—M.G. 12hp special sports 2-seater with HC cylinder head and outside exhausts, goes like the proverbial scalded felines.
£139.—M.G. 12hp open sports 4-seater, red, fold-flat screen, knock-on wheels, etc.
£135.—Wolseley Hornet 12hp open sports 4-seater, an immaculate car in blue and chromium; runs like a dream come true.
£120.—Wolseley Hornet 12hp open sports 2/4-seater, fold-flat screen, etc., nice little job.
£110.—Wolseley Hornet 12hp open sports 4-seater, blue, good hood, screens and tyres.
TERMS.—B. & G. Motors, Early Mews, Arlington Rd., Camden Town, N.W.1. Gulliver 3576. [C1019

RICHARDS & BROWN offer:
£395.—A.C. 1937 2-seater drop head coupe.
£995.—Bentley 1935, 3½-litre Corsica sports car.
£695.—H.R.G. 1948 1,100cc 2-seater, entirely rebuilt, several extras.
£595.—British Salmson drop head coupe, 13hp, I.F.S., Lockheed brakes, exceptional condition.
RICHARDS & BROWN, Ringers Rd. (off High St.), Bromley, Kent. Ravensbourne 6479 and 2522. [C5049

CHARACTER CARS offer:—
A SELECTION of vintage and sports cars, 2- and 4-seaters in far above average condition; please telephone for details of current stock, including:—
ALFA-ROMEO 1934 1,750cc supercharged saloon (by makers) in magnificent condition throughout.
BENTLEY 1928 4½-litre tourer by Vanden Plas.
BENTLEY 1927 Red Label short chassis tourer, engine reconditioned, repainted, replated.
INVICTA 1931 4½-litre low chassis close coupled 4-seat coupe by Lancefield, recellulosed black and primrose.
LANCIA 1937 Astura, specially built drop head coupe, maker's reconditioned engine, hydraulic brakes, recellulosed, replated, fitted new hood.
RAILTON 1938 4-door saloon, in very fine condition throughout, taxed year.
RILEY 1929 2-seater, entirely rebuilt.
RILEY 1935 12hp 4-cyl. Lynx tourer, special series engine, entirely reconditioned.
AND other cars of quality.
PARTICULARS of vintage and sports cars for disposal with photographs and price required, will be gratefully received and acted upon immediately.
CHARACTER CARS, 124-126, Hamlet Rd., Wimbledon, S.W.19. Liberty 7677-8. 10 minutes South Wimbledon Underground. Buses pass our door. Open on week-days 9 until 7. [C1044

ROWLAND SMITH'S for sports cars.
1195 gns.—Allard, December 1950 J2 competition sports 2-seater, red, red leather, actual Earls Court Show Ardun ohv engine, close ratio gear box, heavy duty clutch, coil spring suspension, De Dion rear axle, tourist and racing windscreens, concealed hood, one owner, genuine 2,800 miles, unworn original tyres completely unmarked and indistinguishable from brand new, current list price £1,313; terms, exchanges.—Rowland Smith, below.
1150 gns.—A.C., March 1950, 2-litre Mark II Buckland sports tourer, cream, maroon leather, concealed hood, one careful owner, unmarked and in practically new condition, current list price £1,950; terms, exchanges.—Rowland Smith below.
595 gns.—M.G. Midget, August 1949, 1½hp T.C. 2-seater, cherry red, red leather, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.
595 gns.—Morgan 4/4, May 1949, sports 2-seater, blue, black leather, Windtone horns, two spare wheels, one careful owner, 18,000 miles, exceptional condition; terms, exchanges.—Rowland Smith, below.
475 gns.—Singer 9, July 1947, sports 2/4-seater Roadster, black, maroon leather, glass side screens, small mileage, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below.
395 gns.—M.G. 1936 model, 1½-litre special sports 2-seater, black, blue leather, Windtone horns, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1934 Ford V.8 2-seater coupe, ex-trials car, taxed; £97/10.
THE FORGE GARAGE (PETERSHAM), Ltd., 192, Petersham Rd., Petersham, Surrey. Richmond 1854. [C2011

CONNAUGHT ENGINEERING offer a selection of J2 Allards and other sporting vehicles.
CONNAUGHT ENGINEERING, Portsmouth Rd., Send, Surrey. Ripley 3122. [C1056

£135.—Singer 9 sports, '34 model (reg. Nov. '33), 4-seater, twin carbs., new hood and battery, taxed.—Gladstone 3006. [4162

£395.—Frazer Nash sports 2/4-seater, twin ohc, just had over £200 spent on it, registered May, 1935, a real motor car with zip performance, exchange considered.—155, High St. South, East Ham, E.6. Grangewood 5834. [C4032

CHILTERN CARS offer Alfa-Romeo, Allard, Ford, Frazer Nash, Frazer Nash-B.M.W., H.R.G., Jaguar, Lagonda, M.G. and Riley from stock; terms, exchanges.—Ilfa, Water Lane, Leighton Buzzard, Bedfordshire. Tel. 2060. [C1645

SPORTS CARS

CHIPSTEAD MOTORS, Ltd., offer:—
A T bargain prices; immaculate
ALFA-ROMEO 8/C, 2.3, 1st and two 2nds Goodwood
BENTLEY Mark VI, Sept. 1949, one owner, immaculate.
BUGATTI 57T, registered 1944, sports 4-seater.
CITROEN 1946, director's car, specimen.
FIAT 500, 1939, supercharged, 70/75 mph.
HOTCHKISS P.N., late 1939, sports saloon; £795.
LANCIA Aprilia 1938-39 sports saloon; £525.
MERCEDES 540K fourseme drop head, specimen.
MERCEDES 200 fourseme, reconditioned throughout, specimen.
M.G. 2-litre coupe, 1938, Bugatti blue.
ROLLS-ROYCE 25 sports saloon, 1952 series, radio, etc.; £675.
ROLLS-ROYCE P.II Owen fourseme coupe, reconditioned.
CHIPSTEAD MOTORS, Ltd., 197, Fulham Rd., Kensington, London, S.W.3. Flaxman 0052 7853/7154. [C1046

POTTER & RICHARDS are selling many cars at a loss to themselves to make room for new stock; no reasonable offer refused.
ALLARD 1951 K2 2-seater; £875.
ALLARD 1949 saloon; £695.
ALLARD 1948 drop head, black, one owner; £650.
FORD Prefect, 1950, one owner; £715.
HEALEY 1947 Elliott saloon, just back from makers; £995.
M.G. 2-litre saloon, 1937; £325.
JAGUAR Mark V saloon, one owner, 11,000 miles; £1,275.
AUSTIN 7 Ulster, like new throughout; £275.
RILEY Imp, very smart; £475.
ROLLS-ROYCE Phantom 2 Continental saloon; £595.
S.S.1 16hp coupe, one owner, 32,000 miles; £385.
CITROEN 1947 Light 15; £650.
COME and inspect these and the remainder of our stock; open to 7 p.m. Monday to Saturday; part exchanges, hire purchase facilities, etc.
35, Kinnerton St., Wilton Place, London, S.W.1. Sloane 5424. [C5045

RAILTON Straight 8, as brand new, super sports coupe, less than 1,000 miles; offers invited.—A.1 Motors (London), Ltd. Victoria 6285. [4547

VINTAGE AUTOS, specialists in Vintage, Continental sports and racing cars; always at least 40 cars at competitive prices.—Head office and showrooms, Queen's Gate Mews, Gloucester Rd., Kensington. Western 5522. Sales and Works, 189/195, Pavilion Rd., Sloane St., Knightsbridge. Sloane 8826. [C4039

SPEEDSTERS, Ltd.—The largest and most immaculate selection of sporting cars in this country; Alvis, Allard, Bentley, Bugatti, Fiat, Invicta, Jaguars in variety, M.G. in profusion; Mercedes, Railton, Rileys in abundance.—Offices at "Old Straddles," Cross Oak Lane, Salfords, nr. Redhill, Surrey. Horley 628. [C4020

ALTON GARAGE OF PADDINGTON offer at £50 or under deposit: 12/40 Alvis open tourer; 12/50 Alvis 2-seater; Morris 10 coupe; Morris 8 saloon; Standard 9 coupe; Lancia Lambda 5th series tourer. At £75 deposit or under: M.G. N type Magnette light 4-seater; B.S.A. 9hp sports 2-seater, slab tank engine; Alvis 12 d.h.c.; Alvis 12 sports saloon. Boats of others coming in; please call or 'phone any time. Open week-ends.—17-19, Brook Mews North, Craven Rd., W.2. Paddington 3952. [C1007

Sports Cars Wanted

ROWLAND SMITH'S.
ROWLAND SMITH'S the sports car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0967

PERFORMANCE CARS, Windmill Garage, Great West Rd., Brentford, Middlesex. (Tel. Ealing 8841.)

Sports Cars Spares and Service

AUTOMENDERS, Ltd., are enthusiastic repairers, tubers and modifiers.—Automenders, Ltd., Lowther Garage, Ferry Rd., Barnes, S.W.13. Riverside 6496. [0755

A SPECIALIZED service offered to racing and sports car owners. For better performance, increased cooling, and even heat distribution, have your cylinder head copper-plated (copperized) by technical experts.—Farm Repairs, Ltd., Fisher Gate, Nottingham. Tel. 45618. [0185

S.S.

125 gns.—S.S. 16hp close coupled fourseme coupe, clean car.—Autoenlge, 5, Balham High Rd., Balham 1509. [C1009

STANDARD 8

SIMPSONS (EDGWARE).
1946 Standard 8 saloon, taxed for year, very clean car; £375.
SIMPSONS MOTOR SALES (LONDON), Ltd., North Rd., Edgware. Tel. 3996 and 7070. [C4014

C.M.I. CAR SALES (Pri. 66231), offer:—
1946 Standard 8 drop head coupe, black, new hood; £475.
THREE months' guarantee; terms; list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

1939 Standard 8 sports 4-seater, blue, excellent cond.; £525.—Below.
1947 Standard 8 saloon, grey, as new, second engine, £450.—Ross Autos, Euston 2700. [C5059

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

STANDARD 8

STARNES MOTORS offer at clearance prices:—

£435—Standard 8 saloon, 1946, black with fawn leather, very nice, well-kept car.

£465—Standard 8 tourer, 1948, low mileage, black with fawn upholstery, good black hood, excellent condition.

STARNES MOTORS, Standard Specialists, 105, The Broadway, Cricklewood, N.W.2. Gladstone 2400. [5545

1939 Standard 8 tourer, new back axle, gear box, tyres; £260, no dealers.—Ewell 7962 (evenings). [4151

£295—Standard 8 1939 saloon, excellent mechanically, good leather interior, sliding roof, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [C1017

1939 Standard 8 saloon, in good condition; £515.—John Gray, 20, Hermitage Lane, N.W.2. Speedwell 1242. [C2026

£525—1948 Standard 8hp saloon, grey, with blue upholstery, very clean in appearance and good mechanically.

FERRARIS OF CRICKLEWOOD, Ltd., 200-220, Cricklewood Broadway, London, N.W.2. Gladstone 2254. Open till 7 p.m. week-days. [C2008

1939 Standard 8 4-seater tourer, grey with blue leather, originally clean and mechanically perfect, taxed, £265.

TIMMS MOTORS, Collinette Rd., Upper Richmond Rd., S.W.15. Tel. Putney 5595. [C4030

1948 Standard 8 tourer, reconditioned, in nice condition; £460.—Gordon Woodeson, 46a, Drewstead Rd., S.W.16. Tel. Streatham 6656. [C4059

445 gns. Standard 8, July 1947, saloon, black, sliding head, blue leather, good tyres, excellent condition; terms, exchanges.—Rowland Smith, below.

395 gns.—Standard 18, Sept., 1946, foursome drop head coupé, grey, blue leather, very good condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

£465—1947 Standard 8 de luxe saloon, late owner perfectionist, who maintained this vehicle perfectly, bodywork spotless, interior as new, whole car magnificent.—Below.

£444—1948 Standard 8 tourer, excellent all-weather vehicle at bargain price; 3 months' guarantee, hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1946 Standard 8 black sun roof saloon, fawn leather, reconditioned engine, 9,000 miles, new battery, excellent condition throughout; best offer over £450.—Mayfair 7088 Northwood 1217. [4177

STANDARD 8 t.c. 1947, blue/grey, works recond. eng., new hood, brake cables, etc., respray, exc. cond.; £450 o.n.o.—High Wycombe 562 week-days, R.-W. 120 after 7 or week-ends. Seen London by appt. [4096

XXX—1946 (September) Standard 8 drop head foursome coupe, grey and chromium, blue leather, an outstandingly immaculate car; engine just overhauled, thoroughly recommended; written guarantee; £455; terms, exchanges.—H. F. Edwards, 200, Gt. Portland St., W.1. Langham 0012. [C2003

STANDARD 12

ACRES offer:—

1947 Standard 12 saloon, black, brown upholstery, carefully used by fastidious owner; £595.

ACRES AUTOS, Ltd., 156, Streatham Hill, London, S.W.2. Tel. Tulse Hill 1909. [C1002

GLANFIELD LAWRENCE offer:—

1947 (October) Standard 12 saloon, black/green, 20,000 miles, fine example; £675.—407, High Rd., N.12. Finchley 0091. [C2053

DROP head foursome coupe Standard 12, 1948 series, stored since 1951, spotless condition in grey and blue.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177.

STANDARD 12hp 1938 drop head, reconditioned engine, resprayed, new hood; £325 or offer.—Box 6320. [4545

210 gns.—1937 Standard 12 saloon, clean car.—Autoninps, 5, Balham High Rd., Balham 1509. [1009

£298—Standard Flying 12 1938 4-door saloon, exceptional engine, leather interior, sliding roof, many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [C1017

1947 Standard 12, black, in perfect condition throughout, fitted loose covers, taxed year; £575; exchanges or terms.

ERIS HAYES, Ltd., 13, Bishops Bridge Rd., Paddington, W.2. Paddington 0289. [C2055

WALTER SCOTT, Ltd.—Late 1948 Standard 12 coupé, grey, exceptional condition, one owner; £725.—39 College Crescent, Hampstead, N.W.3. (Swiss Cottage Tube.) Pri. 5914. [C4006

STANDARD 12hp 1946 saloon, one owner since new, black with fawn interior; part exchanges, deferred terms, written guarantee.—Chain Garages, Ltd., Hanger Lane Junction Western Ave., Ealing, W.5. Per. 4404-5. [C1048

1947 Standard 12 de luxe saloon, sunshine roof, finished in the original and unmarked black and chrome, twin chrome Windtotes, works reconditioned engine just rub-in, a really small mileage car, fitted new Regency loose covers over the maroon leather interior, a most superior car and a genuine bargain. £575, terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Manchester, 6. Pen. 5457. [C5000

STANDARD 12

1938 Standard 12 drop head coupe, taxed year, grey and blue leather, excellent condition, new hood fitted recently, any trial or examination; £435.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 5431-2. [C5011

STANDARD 14

PRIDE & CLARKE, Ltd.

£595—1948 Standard 14 saloon, black/brown leather, 25,000 miles, one owner; exceptional.

£469—1946 Standard 14 saloon, black/brown leather, excellent condition.

THREE months' guarantee; terms, exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [4189

JACK ROSE, Ltd. offer:—

1948 Standard 14 drop head foursome coupe, in excellent condition, any examination; accept £575.—Jack Rose, Ltd., Stafford Rd., Wallington, Surrey. Wallington 6677-8. [C5056

B. J. HUNTER, Ltd., offer:—

1947 Standard 14 drop head foursome coupe, margin, £695.

B. J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2. Tel. Gladstone 6303. [C2040

1947 14hp Standard foursome drop head coupe; 655gns.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353, 1709. [4351

1948 Standard 14, one owner, grey saloon, blue leather; £550 or near offer.—Tel. Cunningham 1191. [C2007

1948 Standard 14hp saloon, 15,000 miles, as new; £695; terms arranged.—Holmes & McCarthy, Palmers Green 6531.

CASS'S MOTOR MART.—1948 Standard 14 saloon, black, reconditioned; £650; exchanges, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

WALTER SCOTT, Ltd.—1939 Standard 14 touring saloon, black, exceptional; £375; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

1938 Standard 14hp drop head coupe, special body, brand new hood; appearance immaculate; in excellent mechanical condition; £450.—Wembley Court Motors, High Rd., Wembley. Wembley 0266. [C4050

1948 (April) Standard 14hp de luxe sliding roof saloon, colour black/red leather upholstery; one owner since new; licensed to end of year; guaranteed; £700.—K.L.M. Motors, Ltd., 101, Brighton Rd., Coulsdon, Surrey. Tel. Uplands 4841. [C2050

545 gns.—Standard 14, July 1948, saloon, black, sliding head, green leather, one owner, good tyres, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

NAYLOR & ROOT, Ltd.—1948 Standard 14 sun roof saloon, black, red hide, excellent condition throughout; £625; 6 months' guarantee, choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [C5022

STANDARD VANGUARD

CART MART, Ltd.

1949 Standard Vanguard saloon, heater, 6,000 miles; £625.—Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1059

ROSE & YOUNG, Ltd., offer:—

1951 Vanguard 1.h.d. saloon, low mileage, immaculate condition; £845.

1949 Vanguard saloon, low mileage, leather; £695.—65-69, Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C5057

WARWICK WRIGHT, Ltd., offer:—

1950 Standard Vanguard saloon, black, red leather, radio, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 3761 [C4045

1949 Standard Vanguard saloon, leather, excellent condition; £695.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C3023

1950 Vanguard saloon de luxe, black, red leather, radio, heater, many extras, 16,000 miles; £695.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Cot. 8092. [C3004

1951 Standard Vanguard, B.M.T.A. consent, as new; list price.—Carr Bros., Purley, Uplands 4812. [4361

1950 Vanguard saloon, blue, perfect order; £750; terms arranged.—Holmes & McCarthy, Palmers Green 6531. [C4036

COVENTRY Distributors, S. H. Newsome & Co., Ltd., Corporation St., 1949 to 1951 Vanguards, choice from £750.—Tel. 3061. [3960

1950 Vanguard, 7,000 miles, leather, radio, one owner immaculate; £895.—Broadway Motors, 67, High St., Hounslow. Tel. 0175. [C1028

1950 Standard Vanguard saloon, radio, heater, 7,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3588. [C1027

L. F. DOVE offer:—1949 (Nov.) Vanguard saloon, in first-class condition throughout, at the new price of £695.—69, Broadway, Wimbledon, S.W.19. Liberty 3456. [C1077

1949 Vanguard, grey, red leather upholstery, heater, radio; 750gns (seven hundred & fifty guineas).—Norris (Overton), Ltd., Overton, Hants. Tel. Overton 251. [4076

STANDARD VANGUARD

6000 miles.—1950 Vanguard, black, heater, as new throughout, trade enquiries welcomed.—H. C. Paul, Ltd., 52, Bruton Place, W.1. Mayfair 0821-2. [C3040

1949 Saloon, leather upholstery, fitted with heater and radio, excellent condition, low mileage; £775 o.n.o.—Worthing Motor Co., 28, Broadwater Rd., Worthing 71. [4214

1949 Standard Vanguard saloon, green, red upholstery, radio, heater, in really immaculate condition; £795.—Traynor Motors, Ltd., of East Ham, Grangewood 2530-5854.

STANDARD Vanguard saloon, November, 1949, grey, in excellent order, any trial, private owner, taxed year; £700.—Tel. Brynmawr 312 or write "Windwhistle," Crickhowell, Brecs. [4122

LOWEST priced Vanguard!!! 1950 (March) saloon, in black, rear spats, heater, leather, most attractive condition, fully guaranteed; £815.—A.Z. Motors, Palmerston Rd., N.W.6. Mai. 4723. [C1011

1949 (June) Standard Vanguard, grey, red leather, heater, one owner, meticulously maintained; £725 or near offer.—Bruce France, 5a, Cromwell Mews, South Kensington. Fre. 0513. [C2014

1951 Standard Vanguard, black with brown upholstery, carefully maintained and little used, B.M.T.A. permission to sell; nearest offer to £925.—Pantiles Service Garage, London Rd., Guildford 552c. [C3055

595 gns.—Standard Vanguard, July 1949, saloon, gunmetal, grey leather, very good condition; choice of 6 Vanguards; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

Standard Vanguard Cars Wanted

ALBERT FARNELL, Ltd., would appreciate the offer of your Standard if wishing to sell.—75, Manningham Lane, Bradford. Tel. 28827-8. [0216

STANDARD MISCELLANEOUS

SALES, service, spares.

STANDARD and Triumph distributors for Croydon, Purley, Caterham, Epsom, Mitcham and Beckenham areas.

CARRS AUTO SALES, Ltd., Standard House, South End, Croydon. Tel. Cro. 6089-9.

1948 Standard 14 saloon, guaranteed, £555; 1939 Standard 12, guaranteed; £310; payments.—Oldfield, 386, Kensington High St., W.14. Wes. 6651. [C5029

Standard Miscellaneous Cars Wanted

CMT.

THE CAR MART, Ltd., wish to purchase Standard cars.—150, Park Lane, W.1. Grosvenor 3454.

RS

ROWLAND SMITH'S, the Standard buyers.—Hampstead High St. (Hampstead Tube), Ham. 6041.

CASH immediately for good Standard.—H. F. Edwards, 28, Upper High St., Epsom. 9400. [W2001

ALMOST new Standard required; cash payment.—Morley, 54, Streatham Hill, S.W.2. Tulse Hill 4465. [0649

MARSTON MOTOR Co., Ltd., for your Standard.—Tel. Sta. 8000.—Seven Sisters Rd., Tottenham, N.15. [0181

STARNES MOTORS, 105, Cricklewood Broadway, N.W.2, require modern Standard cars in really good cond., cash or exchange. Tel Gla. 2400. [0451

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London buying office of Lamb's, Ltd. (Woodford, Essex), Slough House, 16, Berkeley St., W.1. [W2051

Standard Spares and Service

S&T

STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockist in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

STANDARD spares and replacement units.—John Kaye (Leeds), Ltd., New York Rd., Leeds, 2. Tel. 29439.

DISMANTLING 1949 8hp, 1936 12hp, 1936 8hp.—Motolympia, Welshpool. Tel. Cawestry 460. [0436

STANDARD and Triumph spares.—Post your enquiries to Northdown Motor Co. (Distributors), Northdown Rd., Margate. Tel. Thanet 20405. [1201

STANDARD and Triumph spares and service, replacement units.—W. T. Richards (Bexleyheath), Ltd., 74-76, Broadway, Bexleyheath. Tel. 1666-7. [0247

STANDARD spares, all models from 1935; replacement units, completed overhauls, reconditioning.—Puttocks, Ltd., Alexandra Terrace, Guildford. Tel. 5391. [1200

STANDARD spares for all models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3321). [0859

SPARE parts by return of post; quote commission number of car when ordering.—Whites Garage, Ltd., Standard and Triumph Car Distributors, Grimsby. Tel. 5486. [0475

BROCKHURST GARAGE.—Harrow agents for Standard, Triumph, sales, service, spares, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0255

LANKESTER ENG. Co., Ltd. (distributors in Surrey since 1911).—Full range of spares; 'phone, write or call; orders dispatched immediately.—39-43, Eden St., Kingston. Kin 3151-4. [0286

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

Standard Spares and Service

K.J. MOTORS, Ltd., have available for immediate delivery reconditioned engines and vast stock of spares for all models; the Standard specialists for over 25 years.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0567

HALLS (FINCHLEY), Ltd., have a comprehensive range of Standard spares for immediate delivery and also reconditioned Standard exchange engines from 1939 onwards, guaranteed three months; Girling and Bendix stockists. Arcadia Ave., Finchley, N.3. Finchley 5908/9. [0008

STUDEBAKER

SIMPSON'S MOTORS offer:—

1949 Studebaker Champion, fitted with overdrive.

1950 Studebaker Champion, right-hand drive, all extras, grey.

SIMPSON'S MOTORS (WEMBLEY), Ltd. (American Car Specialists), Wembley 8691/3903. [C4015

PRIVATELY owned Studebaker Commander convertible coupe, 1948, right-hand steering, electric hood, Philco radio, hill-holder, finished medium blue, total mileage 16,000, used only about 3 months per year, owner being overseas; this car will clock 100 mph and does 20 mpg. cost nearly double the price of the saloon model, a beautiful and most exclusive car; price £2,000. To be sold on behalf of owner by Gatehouse Motors, Ltd., Highgate Village, London, N.6 Mou. 4444 [C2021

Studebaker Cars Wanted

SIMPSONS MOTORS (WEMBLEY), Ltd. the Studebaker buyers. Wembley 8691/3903. [0673

SUNBEAM

SUNBEAM 17 saloon, 1928, running order, taxed June, offers.—Tel. Ewell 1059. [4156

1928 17hp Sunbeam 4-seater tourer, repainted, overhauled, new hood and rear towing bracket; £95 o.n.o.—Wilton, Fromefield House, Fromefield, Frome, Somerset. [4136

Sunbeam Spares and Service

COMPLETE CAR SERVICE, Ltd., for personal attention to your Sunbeam.—Tulse Hill 4505. [0315

SUNBEAM-TALBOT

BROOKLANDS.

1951 Sunbeam-Talbot 90 saloon; £1,250

1950 Sunbeam-Talbot 80 saloon; £1,075.

103 New Bond St., London, W.1. Mayfair 8351-6. [C1029

CAR MART, Ltd.

1950 Sunbeam-Talbot 90 drop head coupe, heater, 3,000 miles; £1,095.—Car Mart, Ltd., 150, Park Lane, W.1 Grosvenor 3434. [C1039

CAMDEN MOTORS offer:—

THE largest and best selection of pre-war Sunbeam-Talbots in the country; 19 pre-war models all available for inspection and trial at our Lake St. showrooms; the following is a selection from our stock:—

CAMDEN MOTORS.—Sunbeam-Talbot 10hp de luxe saloon, 1940, a specimen car immaculately finished in grey with grey leather upholstery, really excellent mechanical condition; £545.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp sports saloon, 1939, finished in blue, just fitted complete set of new Firestone tyres, a very good runner; £415.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp drop head foursome coupe, 1939, grey with blue leather interior, in first-class mechanical condition, bodywork good but cellulose a little dull; £395.

CAMDEN MOTORS.—Sunbeam-Talbot 10hp 4-seater sports tourer, 1946, in very much above average all-round condition, immaculately finished in black with grey leather interior, the whole appearance is that of a much later model, excellent hood and side curtains, good tyres, spot-on mechanical condition; £595.

ALSO a 1948 2-litre tourer available.

CAMDEN MOTORS.—Sunbeam-Talbot 14hp 2-litre sports saloon, attractive metallic bronze finish with natural hide upholstery, recently overhauled by local firm, this car is mechanically 100% whilst the coachwork would stand meticulous examination, fitted H.M.V. push-button radio; real snip, £595.

SEVERAL other post- and pre-war 2-litre saloons available.

CAMDEN MOTORS.—Sunbeam-Talbot 90 saloon, 1950, bronze, red leather, fitted heater and pass lights, etc., 12,000 recorded miles only; amazing value at £995.

CAMDEN MOTORS, Sunbeam-Talbot Specialists, Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [C1085

CYRIL SHEPPARD offers:—

SUNBEAM-TALBOT 90 saloon, bronze with red leather upholstery, fitted radio and heater, in immaculate condition; £895.—Cyril Sheppard, 102, Kings Rd., Reading 2712. [3586

WARWICK MOTORS offer:—

1950 Sunbeam-Talbot 90 16hp saloon, black, beige leather, 10,000 miles.

1950 Sunbeam-Talbot 80 convertible coupe, green, brown leather, 6,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

MONTROE MOTORS offer:—

1939 Sunbeam-Talbot 10 drop head coupe; £495.

MONTROE MOTORS (N. H. Boswell), 91-7, Epping New Rd., Buckhurst Hill, Essex. Buc. 1171-2. [C3045

SUNBEAM-TALBOT

McKINNON MOTORS, Ltd., offer:—

1950 (June) Sunbeam-Talbot 90 saloon, grey, leather, H.M.V. push-button radio, taxed Dec., 13,000 miles only, genuine one owner; £1,085.

McKINNON MOTORS, Ltd., Langham House, 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3020

GUY SALMON AUTOMOBILES offer:—

1950 Sunbeam-Talbot 90 coupe, low mileage, fitted latest type H.M.V. radio, immaculate condition; £1,050.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

£450.—Sunbeam-Talbot 2-litre, 1940, excellent original condition throughout; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube.) [C1017

1950 Sunbeam-Talbot 80 saloon, black with beige leather, heater fitted, an exceptionally clean car; £995.—

R. C. WIMBUSH, Ltd., 312, Earls Court Rd., S.W.5. Fremantle 8401. [C4056

1940 Sunbeam-Talbot coupe, has had new engine; £475.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2512. [C4019

SUNBEAM-TALBOT 90 de luxe 1950 model, black with brown hide, heater, etc., low mileage; £1,175, or exchange interesting car and cash.—Merton Motors, 18, Mary St., Birmingham, 12.

SUNBEAM-TALBOT 1939 model (reg. Dec. 1938), black drop head coupe, perfect condition throughout; £460. Tel. day Bowes Park 2456, evenings Stamford Hill 1689. —15, Clissold Court, Green Lanes, N.4. [4116

1939 Black Sunbeam-Talbot 2-litre sports tourer, new hood and battery, very good condition, recent overhaul.—Helme, Lutmans Farm, Wisborough Green, Sussex. Wisborough Green 267. [4281

895 gns.—Sunbeam-Talbot 80, 1949 model, 10hp sports saloon, steel grey, sliding head, grey leather, one careful owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below.

495 gns.—Sunbeam-Talbot, 1939, 10hp sports saloon, black, sliding head, fawn leather, wheel discs, good tyres, carefully used, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

1949 Sunbeam-Talbot 90 saloon, heater, one owner, car in excellent condition throughout; any examination or trial; taxed year; £985.—R. S. Mead (Sales), Ltd., 42, Queen St., Maidenhead. Tel. Maidenhead 3451-2. [C3011

NAYLOR & ROOT, Ltd.—1948 Sunbeam-Talbot 2-litre saloon, maroon, sun roof, very attractive; £835; 6 months' guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Batt. 5272. Open 9-6 each week-day including Saturday. [C3022

£435.—Bargain, super de luxe saloon, H.M.V. radio, discs, etc., gleaming black and chrome, imposing appearance, excellent performance, outstanding car, condition justifies 12 months' guarantee; prototype 1939 Sunbeam-Talbot 3-litre, reg. 1938, taxed, insured; drive away.—Tel. Boscombe (Bournemouth) 36655. [4066

Sunbeam-Talbot Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Sunbeam-Talbot cars.—320, Euston Rd., N.W.1. Euston 1212. [0156

R

ROOTES

DISTRIBUTORS

REQUIRE modern low mileage Sunbeam-Talbot cars.

BIRMINGHAM.—Lower Temple St. (Central 8411)

MANCHESTER.—129, Deansgate (Blackfriars 6677)

MAIDSTONE.—(Maidstone 3333.)

CANTERBURY.—(Canterbury 3252.)

ROCHESTER.—(Chatham 2231.)

WROTHAM Heath.—(Borough Green 4.)

ROOTES, Ltd., Devonshire House, Piccadilly, W.1. Tel. Grosvenor 3401. [0111

ROWLAND SMITH'S

ROWLAND SMITH'S, the Sunbeam-Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0990

PHŒNIX MOTOR Co. (SURREY), Ltd., High St., Sutton, Surrey. Vigilant 1121. [W3044

CASH immediately for good Sunbeam-Talbot.—H. F. Edwards, 28, Upper High St., Epsom, 9400. [W2001

URGENTLY required 1950 Sunbeam-Talbot 90 saloon. —Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants. Tel. 1681. [9769

CRIPPS, of Nottingham, urgently require all recent models of Sunbeam-Talbot cars.—R. Cripps & Co., Ltd., The Sunbeam-Talbot distributors, Parliament St., Nottingham. Tel. 46381. [0463

BIRMINGHAM and Midlands.—Low-mileage Sunbeam-Talbot modern cars required by George Heath, Ltd., 180-184, Newhall St., Birmingham, and Lower Temple St., Birmingham, 2. [0089

Sunbeam-Talbot Spares and Service

NORTH and Central London.

CATTERMOLE (GARAGES), Ltd., for Sunbeam-Talbot spares, sales and service.—79-89, Pentonville Rd., N.1. Terminus 1001-7. [0362

TALBOT

TALBOT 75 18hp saloon, 1936, excellent condition, £200 overhaul just completed; £350.—Box 0622. [4255

TALBOT 18/75 sports saloon, 1934, roof, pillars completely renewed, tyres, engine, upholstery good; £150.—366, Hill Lane, Southampton. Tel. 68855. [4342

1936-7 105 Talbot, this car is fitted with a magnificent foursome drop head coupe body by James Young and is finished in powder blue; 375gns.

EVANS & O'MALLEY, Ltd., Lowndes Sq., Knightsbridge, S.W.1. Sloane 1353/1709. [4353

£135.—1933 Talbot 95 sports saloon, unworn tyres, good batteries, original condition; bargain.—Bray Motors, 180-184, West End Lane, N.W.6. Hampstead 6490. [C1024

325 gns.—Talbot 10 1938 sports saloon, green, sliding head, green leather, carefully used; excellent condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

TALBOT 1937 18hp sports saloon, special body similar 105 Speed, very modern lines, immaculate condition inside and out, £60 just spent mechanically, Bosch headlamps, Notex, 5 new tyres; £325.—Lloyd, 149, Farley Rd., Selsdon, Surrey. Sanderstead 4596. [4283

£435.—Bargain, super de luxe saloon, H.M.V. radio, discs, etc., gleaming black and chrome, imposing appearance, excellent performance, outstanding car, condition justifies 12 months' guarantee, 3-litre model, 1938, taxed, insured; drive away.—Tel. Boscombe (Bournemouth) 36655. [4067

Talbot Cars Wanted

ROWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0991

Talbot Spares and Service

PRESELECTOR gear boxes.—H. & A. Engineering, 35, Grant Rd., Addiscombe 2951. [0782

DISMANTLING: 3 Talbots 1936 18, 1934 21, 1933 21. —Motolympia, Welshpool. Tel. Oswestry 460. [0807

TRIUMPH

NEWNHAMS, Ltd

1950 (Nov.) Triumph Renown saloon, maroon with beige, 12,000 miles, one owner; £1,195.

1950 (Nov.) Triumph Mayflower saloon, maroon under 9,000 miles; £695.

1949 Triumph 2000 Roadster, black with beige, radio; £925.

1949 Triumph 1800 saloon, black with beige, radio, covers, excellent condition; £985.

NEWNHAM House, 235-7-9, Hammersmith Rd., London, W.6. Riverside 4646. [C3024

CAR MART, Ltd.

1950 (Nov.) Triumph Mayflower saloon, 7,000 miles; £945.

1950 Triumph 2000 Renown saloon, radio, heater, 9,000 miles; £1,095.

1949 Triumph 2000 Roadster, 17,000 miles; £875. —Car Mart, Ltd., 320, Euston Rd., N.W.1. Euston 1212. [C1039

NOEL ROSCOE offers:—

1939 Triumph Dolomite sports saloon, excellent condition throughout, finished blue, blue leather, taxed year; £385; hire-purchase, exchanges.

AMERSHAM Rd., Chalfont St. Giles, Bucks. Tel. 152. [C3062

CHARLES FOLLETT, Ltd

SPECIAL offer:—

1950 Triumph Renown saloon, super condition, one owner, metallic grey, heater, 3 months guarantee; bargain at £1,050.

18, Berkeley St., W.1. May 6266.

SERVICE, Works and Stores, Barnsdale Yard, off Elgin Ave., W.9. Cunningham 5956-8 [C2010

ROSE & YOUNG, Ltd., offer:—

1949 Triumph 2000 Roadster coupe, low mileage, exceptional condition, black; £795.

1948 Triumph 1800 razor edge saloon, radio and heater, exceptional condition inside and out; £795.—65-69 Sternhold Ave., Streatham Hill, S.W.2. (1 minute Streatham Hill Station.) Tulse Hill 6464. [C3057

GUY SALMON AUTOMOBILES offer:—

1947 Triumph 1800 Roadster, immaculate; £695.—Portsmouth Rd., Thames Ditton. Emberbrook 5551-2-3. [C4001

1949 Triumph 2000 saloon, £875.—Below:—

1949 Triumph 2000 Roadster; £775.—Jack Olding & Co., Ltd., 8-10, North Audley St., W.1. Mayfair 5242. [C3030

1937 Triumph Dolomite sports saloon, excellent condition; £275.

G.P. (BALHAM), Ltd., 2c, Balham Hill, S.W.12. (100 yds Clapham South Tube.) Batt. 1107-8-9. [C2024

TRIUMPH Roadster 1800 1947, 22,000 miles, black, seat covers; £750.—Box 0422. [3663

1949 Triumph razor edge saloon, black, beige leather upholstery, one owner; £875.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 6082. [C3004

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

TRIUMPH

1938 Triumph Dolomite 14hp saloon, radio, very good condition, 5 months' guarantee; £395. C. & W. MOTORS, Ltd., Queen's Head Garage, East End Rd., N.3. Finchley 6236 (3 lines).

1949 Triumph Roadster, green, 22,000 miles; £875. —Park Garage (Molesey), Ltd., Hampton Court Way, Molesey. Tel. 4371. [C5037

1949 Triumph 2000 Roadster, grey and grey 14,000 miles, in excellent condition new tyres; £850.—Wedlsway Garage, Bath 2578 [5301

1950 Triumph Renown, maroon, one owner, immaculate car; £1,095.—Halls (Finchley), Ltd., Arcadia Ave., Finchley, N.3. Finchley 5906-9. [4007

695 gns.—Triumph 2000, April 1949, roadster coupe, black, grey leather, Windtone horns, excellent condition; terms, exchanges.—Rowland Smith, below:—

645 gns.—Triumph 1800, August 1947, roadster coupe, black, maroon leather, Windtone horns, small mileage, carefully used, excellent condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

1947 Triumph 1800 Roadster, beautiful cond.; £675.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

1949 Roadster model 2000, metallic grey, specimen condition, well equipped; £875 or exchange. —Bottomgate Motors, Ltd., Jaguar House, Darwen 774. [4203

1950 (Nov.) black Renown, radio, heater, loose covers, 5 new tyres, excellent condition, mileage 24,000; price £975.—Tel. Catley Crawley 747. [4310

1947 Model 1800 Razor Edge Saloon with radio and heater, Gunmetal finish. Attractive model; £695.—Parkers, Ltd., 176, Deansgate, Manchester. Dea. 4507. [4207

1938 Triumph Gloria 14/4 saloon, very good condition throughout; £350.—Eglesfield Brothers Garage, Cornwall Gardens Walk, Kensington, S.W.7. Western 7079.

TRIUMPH 2000 Roadster, 1949, one owner, carefully serviced, excellent condition; £750. Seen London. W.1.—Tel. Trafalgar 1024 before 6 p.m., Renown 1875 after 7 p.m. [4100

£850—1950 Triumph Mayflower, maroon with beige leather, heater, radio, guaranteed 6,500 miles.—Woking Motors (Maybury Hill), Ltd., Woking 1928. [C4057

1948 Triumph Roadster 1800, silver grey, blue upholstery, 17,000 miles, perfect condition throughout, as new; £895.—Burton & Deakin, Ltd., Orpington, Kent. [4059

1949 (March) Triumph 2000 sal., grey, grey leather, ex. cond., 20,000 miles, fitted radio; £1,050.—Tickford, Ltd., 8, Upper St. Martin's Lane, W.C.2. Temple Bar 5338. [C4029

1937 Triumph Vitesse, reconditioned engine recently fitted, immaculate condition throughout; £395.—Carr Bros., The Boho Garage, 21, Boho Sq., W.1. Ger. 6678.

£525 !!!—Triumph 14hp Dolomite drop head foursome coupe, 1939, metallic grey with blue leather, just fitted new hood, clean sweeping lines, terrific performance.—See below.

£745 !!!—Triumph 1800 Roadster, 1948, practically unblemished grey coachwork with leather interior, nominal mileage only, fine value.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [C1085

MARBLE ARCH MOTOR SUPPLIES, Ltd., High St., Watford.—1937 Triumph Dolomite 14-60 saloon, black with green leather upholstery, recent complete overhaul, mechanically perfect and very nice appearance, tyres very good; £335.—Tel. Watford 4491. [C3002

1950 (Dec.) Triumph Renown, speedo under 9,000, one owner from new, Motorola, heater and Laycock De Normanville overdrive, many extras, immaculate inside and out; £1,200 or near.—Box 0623. [4264

W. J. REYNOLDS (MOTORS), Ltd., main Ford and Fordson distributors, have pleasure offering a Roadster in black, appearance far above average, etc., good stock of cars and commercial vehicles of all types available.—Ford House, New Rd., Dagenham, Essex, Rainham 770 (8 lines). [4217

Triumph Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Triumph cars.—520, Euston Rd., N.W.1. Euston 1212.

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Triumph buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0992

TRIUMPH razor-edge saloon wanted by private person.—Offers for sale for £600 or less to Box 0624. [4279

MARSTON MOTOR Co., Ltd., for your Triumph.—N.15. Tel. Sta. 8000.—Seven Sisters Rd., Tottenham. [0192

IF your car is in London and is a post-war model it can be seen and purchased within an hour of 'phoning Mayfair 7654, the London buying office of Lamb's, Ltd. (Woodford, Essex). Slough House, 16, Berkeley St., W.1. [W2051

Triumph Spares and Service

S&T STANDARD & TRIUMPH SALES, Ltd.—Service and spares for all models; manufacturers' largest stockists in Britain of spares and service exchange assemblies.—Standard & Triumph Sales, Ltd., London Distributors, Junction of Boundary Rd. and Abbey Rd., St. John's Wood, N.W.8. Maida Vale 9114 (10 lines).

BASIL ROY, Ltd.—Triumph spares, complete stock, wholesale and retail.—161, Gt. Portland St., W.1. Langham 7755.

TRIUMPH spares for all post-war models; largest provincial stockists.—Hollingdrake Automobile Co., Ltd., Stockport (Tel. 4464); and Prince's Drive, Colwyn Bay (Tel. 3322). [0955

UTILITY CARS

CAR MART, Ltd.

1949 Austin A40 Countryman, 16,000 miles; £875. —Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 5434. [C1039

CYRIL SHEPPARD offers:—

1948 Hillman Estate car, grey, spotless throughout; £750.—Cyril Sheppard, 102, Kings Rd., Reading 2712. [3961

JACK STONE & SON offer:—

1950 Ford 10 5-seater metal body utility; 1949 Lea-Francis 1½-litre 5-seater coachbuilt; 1948 Ford Mercury 7-seater maplewood; 1948 Morris 12 5-seater coachbuilt; 1947 Ford 8 5-seater Martin Walter Utilecon; 1938 Austin 10 5-seater, metal body; 1938 Hillman 10 5-seater, coachbuilt body; 1937 Ford 8 5-seater, wooden body; many others; cash, terms or exchanges; let us know your requirements, send for up-to-date list.—221, Upper Richmond Rd., Putney. Tel. Putney 1054-5, 2276-7. [C4021

GUY ALFREDS & Co. offer:—

1948 Hillman Minx utility, genuine mileage 15,000, outstanding condition.

1950 series Ford 10, genuine Martin Walter Utilecon, outstanding condition.—8-7, Warren St., W.1. Euston 3268. [C1005

WARWICK WRIGHT, Ltd., offer:—

1948 Hillman Mark II estate car, grey, brown leather 12,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761. [C4045

MEBES & MEBES, Ltd. (Est. 1893), offer:—

1948 (Nov.) Bradford 8hp 6-light utility, coachwork and tyres excellent, small mileage, one owner; £465.—The Broadway, Mill Hill, N.W.7. Tel. Mil. 2040. [C3012

1948 Phase II Commer utility, reconditioned engine just fitted; £655.

BREW BROTHERS, Ltd., 133, Old Brompton Rd., S.W.7. Ken. 2468. [3077

UTILITY Hillman 10, reg. 1946, folding seats, beautiful condition; £325.

WADCOL MOTORS, 150/6, West End Lane, N.W.6. Hampstead 1177. [C4040

1951 Model Bradford de luxe utility, one owner, excellent condition throughout; guaranteed; £595.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4053

1946 Humber Snipe utility, quite definitely a gift; £175.—A.Z. Motors; Palmerston Rd., N.W.6. Mai. 4725. [C1011

1947 Alvis 14 Estate car, low mileage, guaranteed. —C. V. Russmer, 39, Holland Park, W.11. Park 5731. [C3061

1949 model Bradford de luxe utility, showroom condition, very economical all-purpose vehicle; £470.—Below.

1947 (October) Alvis 14hp timbered body utility, superb all-purpose vehicle; £725; exchanges; hire purchase.—B. & H. Motors, 1464-6, High Rd., Whetstone (Finchley), London, N.20. Tel. Hillside 6671-2. [C1020

1940 Standard 14, new utility body, £550.—Barnes Garage, 515, Finchley Rd., Hampstead, N.W.3. Ham. 2221. Mai. 1627. [C1012

£777!—Absolute gift, 1950 Austin A40 utility with special fold-flat seats, genuine 8,000 miles only, don't miss this.—Below.

£495!—Standard 12 utility van with new wood body covering £250 just fitted, whole vehicle looks and runs like genuine 1948 model, worth £700.—Below.

£495!—Ford 10hp Utilecon first registered 1951, in excellent condition and bargain price.—Below.

£495!—Ford, 30hp fitted magnificent brand new wood bodywork cosim, £500, specially built to take 8 or 9 people, first registered 1947; 3 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

BRADFORD utilities for sale serviced by us; main agents since 1932.—Bunting's Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0821

£875.—1950 A40 Countryman, 18,000 miles, almost as new; terms, exchanges.—G. S. Hall, Ltd., 302 King St., Hammersmith, W.6. Riverside 2881. [C2031

CASS'S MOTOR MART.—1937 Hudson 22, fitted maker's 7-passenger wooden utility body, exceptional condition, one owner; £450, written guarantee.—5, Warren St., W.1. Euston 4110. [C1040

UTILITY CARS

425 gns.—Ford 8, June, 1947, 4-door 5-seater Utility, coachbuilt varnished timber body, glass all round, removable rear seat, drop tailboard, carefully used, excellent condition; terms, exchanges.—Rowland Smith, below:—

395 gns.—Ford 8, May, 1948, 8hp Utility van, makers standard body with glass side windows, plain black, rimbellishers, one careful owner, small mileage, exceptional condition; terms, exchanges.—Rowland Smith, below:—

395 gns.—Austin 8, Jan., 1946, 5-seater shooting brake, coachbuilt natural timber body, glass all round, removable seats, rear entrance, carefully used, excellent condition; terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

RECONDITIONED ex-Ministry of Supply Hillman Minx utilities, all in first-class condition and completely free from any defects; recellulosed and retrimmed new batteries and lamps, new chrome work, good or new tyres, fitted flush fitting occasional seats, spare wheel jack and wheelbrace, A.A. or R.A.C. inspection invited, fitted new canvas canopy, £295; fitted new wooden 2-door station brake body £585; fitted new wooden 4-door station brake body new-look front, £550; hire purchase terms available; write for further particulars.—"Q" Service Station, Staines Rd., Ashford, Middlesex. Tel. Ashford 2572. [3547

Utility Cars Wanted

ROWLAND SMITH'S, the Utility car buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0995

VAUXHALL 10

1938 Vauxhall 10 saloon, black; £380.—Below.

1940 Vauxhall 10 saloon, splendid order; £415.—Smith & Hunter, Ltd., 376, Kensington High St., London, W.14. Tel. Western 2312. [C4019

VAUXHALL 1939 10hp saloon; £350.—Wilson, 87, Old Brompton Rd., Kensington 0046. [4253

1939 Vauxhall 10 green saloon, almost top condition; £425 or near offer.—Cambridge 57142 during business hours. [4299

1946 Vauxhall 10 saloon, resprayed, loose covers, Notex fog lamp, reversing lamp; price £575.—Peacock, Gable Cottage, Pen Rd., Milton, Cambs. [4145

£325 !!!—Vauxhall 10hp saloon de luxe, 1936, blue leather interior, sun roof, sound body, tyres, recent overhaul to suspension units.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue (if nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday/Saturday. [C1085

1939 Vauxhall 10, black, blue leather, reconditioned engine, good appearance; £395.—Burkes Motors, 295, Lewisham High St., S.E.13. Tel. Lee 1051. [C1052

£335.—1939 Vauxhall 10 Grosvenor coupe, fault-less runner, smart appearance, fitted radio, taxed December; barrain.—Bray Motors, 180-194, West End Lane, N.W.6. Hampstead 6490. [C1024

1939 Vauxhall saloon sunshine roof, in superb condition with magnificent performance, engine renewed, car just recellulosed black with new roof lining, free from any corrosion, taxed December; £435.—Claude Barton, Spouney Green, Keswick. [3454

VAUXHALL 12

GEOFFREY EDWARDS, Ltd., offer:—

1946 (late) Vauxhall 12, 28,000 miles, 4-door de luxe sun saloon, unmarked black cellulose, brown leather, loose covers absolutely indistinguishable new throughout, and just completed £180 overhaul by distributors, most fantastic condition; sole reason for sale, death of owner; unrun since overhaul; £475; 3 months' written guarantee; hire purchase; part exchanges.—Amenbury Lane, Harpenden, Herts. Tel. 118 [C2001

CM.I. CAR SALES (Pri. 6625) offer:—

1946 Vauxhall 12 saloon, maroon, overhauled; £625.

3 months' guarantee, terms, list on application.—Swiss Cottage, Finchley Rd., N.W.3. [C1051

£475—Vauxhall 12/4 1939 4-dr. sld., in exceptional condition throughout, choice of 10's; many others.

BENMOTORS, 1, Clarendon Rd., Holland Park, London, W.11. Park 5066-7. Open Mon. to Sat. 9-6. (50 yds. Holland Park Tube). [C1017

1946 Vauxhall 12/4, black/brown leather, over 30 mpg., regularly serviced by main dealers, immaculate condition, no snags; £675 or near; owner received new car.—Tel. Exeter 5333 or 55946. [4336

£599 !—Magnificent 1947 Vauxhall 12 de luxe saloon, fitted radio and recently completed major overhaul, bodywork spotless, interior excellent, the finest obtainable, 5 months' guarantee; hire purchase, exchanges.

LAMBS OF WOOD GREEN, Finchley Showrooms, 421, High Rd., Finchley, N.12. Fin. 6221. [C2052

1946-7 Vauxhall 12 de luxe saloon, refinished black and completely rechromed, new Wilton carpets in brown to match the brown leather interior, works engine 1950, absolutely spotless and unmarked, a genuine bargain; £525, terms.

MAIDSTONE ENGINEERING Co., Cross St., Pendleton, Manchester, 6. Pen. 3457. [C3000

645 gns.—Vauxhall 12, July, 1948, saloon, black, sliding head, brown cloth, one careful owner, small mileage, exceptional condition; taxed; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE

VAUXHALL 12

1947 Vauxhall 12hp saloon, black/brown upholstery; reconditioned engine; £575.—Dobsons, Ltd., Staines, Middlesex. Tel. 801. [C1074

VAUXHALL 14

DICKS.

1937 Vauxhall 14 saloon, engineer owned; £295.

DICKS CAR SALES, Ltd., 385-401, High Rd., Kilburn, Maida Vale 6886-9. [C1072

1946 Vauxhall 14 (choice 2); £550.—A. Z. Motors, 2 Palmerston Rd., N.W.6. Mal. 4723. [C101

1946 (late) Vauxhall 14 saloon, excellent condition; £625.—See also our advertisement on page 43.

PARSONS & PARSONS (GARAGES), Ltd., Potter St., Harlow. Potter St. 121. [C3058

1948 model Vauxhall 14 saloon, black, brown leather upholstery, new engine being fitted, immaculate condition; £695.

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [4195

1939 Vauxhall 14 J type saloon, in nice condition; £455.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8658. [C4059

£265.—1937 Vauxhall 14 4-door de luxe, exceptionally clean.—C.A.P. Motors, 150, Clapham Rd., S.W.9. Reliance 2895/6. [C1058

£345 !!!—Vauxhall 14hp de luxe saloon, 1938, very bright coachwork, recent engine overhaul, just fitted new Firestone tyres, fine economical full 5-seater.—See below.

£745 !!!—Vauxhall 14hp saloon, 1948, a most carefully owned and driven one owner car, 26,000 recorded miles only.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines).—Write for post-free catalogue of nearly 500 cars ready for inspection and purchase; hire purchase facilities; part exchanges; free delivery anywhere in the United Kingdom; fares refunded to purchasers from any part of the country; showrooms open till 8 p.m. Monday/Saturday. [C1035

WALTER SCOTT, Ltd.—1939 Vauxhall 14 de luxe saloon, black, exceptional throughout; £425; terms, exchanges.—39, College Crescent, Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

VAUXHALL WYVERN & VELOX

OVERSEAS CARS, Ltd.

1948 9 Vauxhall Wyvern saloon, black, genuine mileage 9,000 only; excellent condition throughout; £825.

OVERSEAS CARS, Ltd., 227, Brompton Rd., Knightsbridge, S.W.1. Tel. Kensington 7475. [C3051

PRIDE & CLARKE, Ltd.

£775.—1950 Vauxhall 12 Wyvern saloon, black/brown leather, 12,000 miles; one owner; as new.

THREE months' guarantee; terms; exchanges; lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [4191

McKINNON MOTORS, Ltd., offer:—

1950 (Sept.) Vauxhall Wyvern saloon, bronze, leather, one owner, 1,671 miles only, a brand new car, six months' guarantee; £895.

McKINNON MOTORS, Ltd., "Langham House," 3, Stafford Rd., Wallington, Surrey. Established 1906. Tel. Wallington 3404. [C3060

H. A. SAUNDERS, Ltd., offer:—

1950 Vauxhall Wyvern saloon, black with brown interior, recorded mileage 2,800; £995.

1949 Vauxhall Wyvern saloon, green with brown interior, heater, recorded mileage 25,600; £795.

836—842, High Rd., N.12. Hillside 0024. [C2027

VAUXHALL Velox 1949 (March), finished grey, very clean car, offered at attractive price; full particulars on application.

VAUXHALL Wyvern 1949, genuine 18,000 miles, seat covers fitted, upholstery still as new, immaculate condition throughout.

ALBINGTON MOTOR Co., Ltd., High Rd., Ponders End, Enfield, Middlesex. Tel. Howard 1266. [3797

1950 Vauxhall Velox, black, brown leather, perfect condition; £825.—Cassin, 58, Oxbarn Ave., Wolverhampton. [4071

1949 Velox, colour black, nominal mileage; £695.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (3 lines). [C1050

1950 Vauxhall Velox saloon radio, heater, 8,000 miles.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Temple Bar 3568. [C1027

SHOWROOM condition throughout, 1950 Vauxhall Wyvern, radio, heater, loose covers, 33 mpg, mileage 7,660; price £850.—9, Richmond Gardens, Highfield, Southampton. [4072

£795 !!!—Vauxhall Wyvern saloon de luxe, 1949, unblemished blue coachwork, immaculate interior, practically indistinguishable from new, most attractively priced.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 204) (5 lines).—Write for post-free catalogue of nearly 500 cars; hire purchase; part exchanges; free delivery; showrooms open till 8 p.m. Monday/Saturday. [C1035

L.M.L.—April 1950 Vauxhall Velox saloon, blue with grey leather, radio, heater, loose covers and link mats, speedometer reading 14,000 miles; this week's bargain; terms and exchanges; £825.—Lyndhurst Motors of Luton. Tel. Luton 2140. [4062

795 gns.—Vauxhall Wyvern, May, 1950, saloon, black, brown leather, one careful owner, practically new condition; terms; exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [C4018

NAYLOR & ROOT, Ltd.—1949 Vauxhall Velox, black/brown, superb condition throughout, any trial; £845. Six months' guarantee; choice of 100 quality cars; demonstration free within 100 miles; terms available.—25, East Hill, Clapham Junction, S.W.18. Bath. 5272. Open 9-6 each weekday including Saturday. [C5053

VAUXHALL WYVERN & VELOX

TANKARD & SMITH, Ltd. offer 1950 Vauxhall Velox saloon, in very attractive metallic green with leather to match, one owner since new, genuine 14,000 miles only, fitted radio and heater; £975; three months' written guarantee; also 200 guaranteed used cars of all makes.—198, Kings Rd., S.W.3. Tel. Flaxman 4801-5. [C4026

VAUXHALL MISCELLANEOUS

SHAW & KILBURN, Ltd., for Vauxhalls.

IT is important that the car you purchase is in excellent condition throughout.

SELECTION of such modern Vauxhalls at

4-6, Berkeley Sq., W.1. Grosvenor 4328. [0017

HAMILTON MOTORS (LONDON), Ltd., 466-490, Edgware Rd., London, W.2. Paddington 0022 (12 lines). Vauxhall main dealers.

1939 Vauxhall 12 saloon, black, red leather upholstery, completely reconditioned, maintained by H.M.L. for last 18 months, good tyres all round; £465.

1946 vauxhall 10, black, brown leather, engine, gearbox and back axle completely overhauled in our workshop, tyres good, one owner; £615.

1948 (January) Vauxhall 12hp, blue/black and brown cloth, body condition good, mechanically sound throughout; £725.

ALWAYS a good selection of used Vauxhalls in stock; H.M.L. will purchase for cash all Vauxhall cars, including latest models. [C2052

VAUXHALL and other makes of used cars in good condition, let us know of your requirements. Tel. Uxbridge 737.—Gregory's of Uxbridge. [0039

GRAHAM BROTHERS (MOTORS), Ltd., main dealers, 7-15, Peter St., Manchester, 2 (Bla. 9887), always have a fine selection of post-war Vauxhall models carrying full warranty; your inspection invited. [0263

Vauxhall Miscellaneous Cars Wanted

C

M

THE CAR MART, Ltd., wish to purchase Vauxhall cars.—150 Park Lane, W.1. Grosvenor 3434. [0975

S

SHAW & KILBURN, Ltd., Vauxhall main dealers.

WILL purchase modern Vauxhall cars.

4-6, Berkeley Sq., W.1. Grosvenor 4328. [0018

ROWLAND SMITH'S.

ROWLAND SMITH'S, the Vauxhall buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. [0954

ARLINGTON MOTOR Co., Ltd., main dealers, will purchase post-war Vauxhall cars.—Tel. Waltham Cross 2760. [0612

7-SEATERS privately owned modern Limousines required, cash waiting.—Alpe & Saunders, Providence Court, North Audley Street, Mayfair-2941. [W1006

MODERN low-mileage Vauxhall 12, 14 and 14hp cars urgently wanted; write or call.—Golly's Garage, Ltd., 111a, Earl's Court Rd., S.W.5. Fro. 0065. [0479

URGENTLY required, post- and pre-war Vauxhalls, cash immediately.—Hamilton Motors (Ldn.), Ltd., Vauxhall main dealers, 466-490, Edgware Rd., London, W.2. Call, write or tel. Paddington 0022. [0599

BROADWAY MOTOR Co. want the best Vauxhalls! Owners of low-mileage post-war models and of really good pre-war cars should consult Sales Dept. at 5-15 Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0622

Vauxhall Spares and Service

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TRIANON.

TRIANON.—Established over 30 years, the firm with a reputation for reliability and quality workmanship offer the undermentioned services on Vauxhall cars and vans.

TRIANON.—Exchange engines, all Vauxhall models. Reconditioned units with adequate guarantees.

TRIANON.—Differential units exchange service on all Vauxhall cars and vans.

TRIANON.—Gear boxes, reconditioned units on exchange plan, for all 10, 12, 14, 14DX, J, 25hp and BYC, JCV models stock deliveries.

TRIANON.—Suspension units, exchange or outright sale, immediate deliveries; our reconditioned units are complete with kingpins and include shock absorber overhaul, 3 months' guarantee, available for 10, 12 and 14hp, DX and J types.

TRIANON.—Practically all parts for Vauxhall 10, 12, 14 and 25hp cars available; if in difficulty your enquiries invited.

TRIANON.—Springs, immediate delivery; suitable for 10, 12 and 14hp Vauxhalls, all models, brand new, just received from Italy.

TRIANON Aerodrome Rd., Watford Way, Hendon, N.W.4. Hendon 7605-6. [0157

C.A.C

CROYDON AUTOMOBILE COMPANY, Ltd

VAUXHALL-BEDFORD rebuilt assemblies exchanged at manufacturers' repair rates, complete rebuilt Vauxhall-Bedford electrical components, dynamos, starters, distributors etc., exchanged up to 50% manufacturers' list price; radiator exchange service and all other repairs to your Vauxhall or Bedford at:—

BEDFORD House, 380-392, London Rd., Croydon. Tel. Thornton Heath 5276 (14 lines). [0626

BROADWAY MOTOR Co.

WE specialise in service replacement units for Vauxhall 10, 12 and 14hp, etc.

GEAR boxes, differential units, front suspension units, engines; large stocks of Vauxhall spares.

BROADWAY MOTOR Co., 5-15, Russell Rd., Wimbledon, S.W.19. Liberty 2494-5-6. Stores: Liberty 6368. Grams. Autospare, Wimble, London. [0655

RECONDITIONED guaranteed gear boxes, suspension, shock absorbers and repair.—10, Winchester Mews, N.W.3. Pri. 6159. [0900

Vauxhall Spares and Service

SQUIRE MOTORS, Ltd., of Henley-on-Thames, for specialised Vauxhall service; cars collected and delivered by arrangement.—Tel. Henley-on-Thames 430.

K. J. MOTORS, Ltd.—Replacement engines and vast stocks of all spares and accessories available for immediate delivery.—137-149, Widmore Rd., Bromley, Kent. Rav. 3456-7-8-9. [0394

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WELHAM, Veteran Car Specialist, Surbiton Mill Rd., Surbiton. Elmbridge 1873.—Buy and sell pre-1914.

VOLKSWAGEN

RAYMOND WAY.

RAYMOND WAY OF KILBURN.

RAYMOND WAY. The hire-purchase specialists.

1948 Volkswagen saloon, £10 taxed, recently owned and overhauled by a specialist of this make, 70 mph, 40mpg, this car is praised by Continental users and the performance is comparable with several of our low hp sports cars; 595gns.

HIRE-PURCHASE terms on the spot with no references, no formalities or guarantors; part exchange on your present motorcycle or car; always 200 cars under £400 to choose from.

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VOLKSWAGEN, 1947, perfect, laid up 18 mths.; many spares; Glasgow area; owner now East, best offer over £500.—Box 0549. [4085

VOLKSWAGEN, 1947, special engine, entirely reconditioned this year, R.H.D., many extras, radio, superb condition; taxed and insured; £420.—Haylock, Cheney St., Pinner. Pin. 5495. [4165

COLBORNE GARAGE, Ltd. (The Volkswagen People). We are the sole distributors for Volkswagen spares in Great Britain and can supply all engine, chassis and body spares, etc. Our workshops are fully equipped for all types of repairs in connection with this vehicle.

COLBORNE GARAGE, Ltd., with the largest Volkswagen clientele offer the best market for your used Volkswagen; collection and delivery from London can be arranged.

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Volkswagen Cars Wanted

CLARKE & SIMPSON wish to purchase the best examples.—73-79, Cadogan Lane, S.W.1. Sloane 4727. [W1048

Willys-Overland Spares and Service

JACK OLDING & Co., Ltd., Willys-Overland distributors for the United Kingdom.—Service department, 18, Providence Court, W.1. Mayfair 5242. [0189

WOLSELEY

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EUSTACE WATKINS, Ltd., the London Wolseley distributors and official service station, offer the finest facilities when selling used cars.

1950 Wolseley 6/80, black, 13,000 miles, one owner; also another, moonstone grey.

1948 Wolseley 8 saloon, green, 15,700 miles, one owner.

LOW mileage Wolseleys are scarce, should your model not be in stock put your name on our used cars register; priority notices.

EUSTACE WATKINS, Ltd., 13 Berkeley St., W.1 (Mayfair 5851), and 14, Chelsea Manor St., S.W.3 (Flaxman 8181). [C4046

PRIDE & CLARKE, Ltd.

£489.—1946 Wolseley 14-60 saloons, black/brown leather, one owner; choice of two.

£545.—1948 Wolseley 8 saloon, black/brown leather, low mileage, excellent condition.

THREE months' guarantee; terms, exchanges, lists.—158, Stockwell Rd., S.W.9. Brixton 6251. [4190

PALMERS MOTORS, Ltd.

1940 Wolseley 14 saloon, wireless, excellent condition; £44*, exchanges and deferred terms.—53, York St., Twickenham. Popesgrove 1890. [C5034

TOM GARNER, Ltd., offer:—

1950 (reg.) Wolseley Super 6 25hp limousine, black with black cloth, loose covers, 5,000 miles only.

TOM GARNER, Ltd., 10-12, Peter St., Manchester, 2. Blackfriars 9265-6-7. [C2080

WARWICK WRIGHT offer:—

1950 Wolseley 6/80 saloon, black, brown leather, 9,000 miles.

WARWICK WRIGHT, Ltd., 150, New Bond St., W.1. Mayfair 9761.

1950 Wolseley 4/50 saloon, heater, low mileage; £895.

GEORGE NEWMAN & Co., 369, Euston Rd., N.W.1. Euston 4466. [C5021

1939 Wolseley 14hp saloon, black, excellent condition £395.

MAYFAIR CARRIAGE Co., Ltd., The Hyde, Edgware Rd., N.W.9. Col. 8062. [C5004

WOLSELEY, 1950, 4/50, as new; £950.—Tel. Farnborough, Kent, 3606.

1938 (April) Wolseley 14hp saloon, brown leather upholstery, sliding roof, £295. [4194

W. J. BROWN, Ltd., established over 30 years.

339 Finchley Rd., N.W.3. Hampstead 4414. [4197

1950 Wolseley 4/50, mileage 12,000, radio, heater, new condition, £895.—Renn, Bowes Park 7085. [4074

BEARTS, of Kingston, Wolseley distributors.—Sales, spares and repairs.—102, London Rd., Kingston. Tel. 3348. [0088

1937 Wolseley 14 de luxe saloon; bargain, £245; payments.—Vaughan, 17, Astwood Mews, S.W.7. Pro. 1319. [C4088

1950 Wolseley 6/80, black, with heater, in immaculate condition, one driver; £1,175 or nearest offer.—Hayes 2636. [4097

USED CARS FOR SALE AND WANTED—SPARES AND SERVICE, ETC.

WOLSELEY

1938 Wolseley 14hp saloon, black, brown leather, nice order, £355.—Wards, of Putney, 72, West Hill, S.W.15. Vandyke 1535. [C4044

1938 model Wolseley 18hp saloon, fully guaranteed, unrepeatable bargain, £295.—A. Z. Motors, Palmerston Rd., N.W.6. Mal. 4723. [C1011

1950 Wolseley 6/80 saloon, black with brown leather, well maintained, £975.—Stratstone, Ltd., 40, Berkeley St., W.1. (Mayfair 4404.) [C4022

CAMDEN MOTORS.—Wolseley 8hp 4-door saloon de luxe, 1947, leather interior, sun roof, immaculate blue coachwork, one owner only, 29,000 recorded miles, £625.

CAMDEN MOTORS.—Wolseley 10hp 4-door saloon de luxe, 1939, black, leather interior, sun roof, similar features to post-war series, excellent tyres and fast and dependable, £435.

CAMDEN MOTORS.—Wolseley 12hp saloon de luxe, 1937 series, very sound coachwork, practically new tyres, fine runner, £325.

CAMDEN MOTORS.—Wolseley 14hp saloon de luxe, 1938, quite a nice example of this popular series, recent mechanical overhaul, £325.

CAMDEN MOTORS.—Wolseley 18hp saloon de luxe, 1946, unblemished green coachwork with leather interior, practically new tyres, a really fine example and open to the most searching examination, £625.

CAMDEN MOTORS.—Wolseley 6/90 saloon de luxe, 1950, late registration, 12,000 recorded miles only, unrepeatable value, £1,095.

CAMDEN MOTORS, Ltd., Lake St., Leighton Buzzard, Beds. Tel. 2041 (5 lines). Write for post-free catalogue of nearly 500 cars ready for inspection and purchase. Hire purchase facilities. Part exchanges. Free delivery anywhere in the United Kingdom. Fares refunded to purchasers from any part of the country. Showrooms open till 8 p.m. Monday/Saturday. [C1055

1937 Wolseley 14hp series II saloon, new engine, new tyres, brakes relined, in excellent condition; £555; taxed.—Gordon Wooderson, 48a, Drewstead Rd., S.W.16. Tel. Streatham 8638. [C4059

850 gns.—Wolseley 4/50, March, 1949, saloon, maroon, brown leather, heater, one careful owner, genuine 12,300 miles, nearly new condition; terms, exchanges.—Rowland Smith, below:—

750 gns.—Wolseley 14/60, 1948, de luxe saloon, black, sliding head, brown leather, one owner, moderate mileage, carefully used, exceptional condition; terms, exchanges.—Rowland Smith, below:—

395 gns.—Wolseley 14/60, March, 1939, de luxe saloon, black, blue leather, very good condition; taxed, terms, exchanges, list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube), Hampstead 6041. [C4018

WALTER SCOTT, Ltd.—1939 Wolseley 14/60 saloon, black, brown hide, original finish, exceptional condition throughout, £485.—89, College Cres., Hampstead, N.W.3 (Swiss Cottage Tube). Pri. 5914. [C4006

£745—1947 Wolseley 12 saloon, black, brown leather, one owner, works reconditioned engine, 6,000 miles.—Vanderyelds (Buyers of Good Cars), 215, Haverstock Hill, N.W.3. Primrose 4441. [C4037

A & S Limousine, Long-25hp, 1938, partition, 7-passenger, leather, black, certified mechanically, exceptional opportunity, £545.

18000 miles 1948, 25hp Limousine, black, partition, forward occasionals, meticulously maintained, wonderful condition, guarantee certificate, from £1225.

ALPE & SAUNDERS (100-Limousines) Providence Court, North Audley Street, Mayfair-2941. [C1006

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CMT THE CAR MART, Ltd., wish to purchase Wolseley Four-Fifty cars.—320, Euston Rd., N.W.1. Eus 1212.

Wolseley 6/80 Cars Wanted

CMT THE CAR MART, Ltd., wish to purchase Wolseley Six-Eighty cars.—150, Park Lane, W.1. Gros. 3434.

Wolseley Cars Wanted

RS ROWLAND SMITH'S, the Wolseley buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041.

ES EUSTACE WATKINS, Ltd., as sole London Wolseley distributor with the largest Wolseley clientele, are the best market for used Wolseley cars.

ES EUSTACE WATKINS, Ltd., 12, Berkeley St., W.1 (Mayfair 5951), and 12, Chelsea Manor St., S.W.3 (Flaxman 8181). [W3046

1950 Wolseley 6/80 saloon required.—Durngate House, Winchester. [W1010

BLAKES, Wolseley distributors, will purchase any non-Covenant Wolseley car.—110, Bold St., Liverpool, 1. Tel. Royal 6622. [7757

1939 Wolseley 25hp series 3 7-seater limousine.—R. Hardy & Son, 55, Marylebone High St., W.1. Tel. Welbeck 1101-5. [0516

Wolseley Spares and Service

W. JACOBS & SON.

WE specialise in spares and repairs for all models of Wolseley cars.

W. JACOBS & SON, Mill Garage, Chigwell Rd., South Woodford, E.18. Wanstead 0660.

WOLSELEY spares and repairs.—Ramsay Motors, Ltd., 242-248, High St., Barnet 5240. [0707

EUSTACE WATKINS, Ltd., Chelsea Manor St., S.W.3 (Flaxman 8181), for Wolseley service; complete overhauls coachwork and reconditioned engines. [0277

R. HARDY & SON, 55, Marylebone High St., W.1. Welbeck 1101.—Spares, reconditioned units, service and repairs for all Wolseley 1937-1951 models. [0516

BROCKHURST GARAGE.—Harrow agents for Wolseley sales service, reconditioned units.—Uxbridge Rd., Harrow Weald, Middlesex. Tel. Grimsdyke 561. [0304

MISCELLANEOUS CARS

RAYMOND WAY.

RAYMOND WAY, the hire purchase specialists.

HERE are six cast-iron reasons why everybody's going KILBURN WAY:—

1. 200 used cars under £400 always available.
2. We can quote the most competitive prices obtainable because of our huge turnover.
3. Unequalled hire purchase terms.
4. Satisfactory exchange prices on your car. 5-wheeler or motor cycle.
5. Every used machine carries our unique three months' guarantee.
6. Every machine is plainly marked with price, year and model.—Raymond Way, Canterbury Rd., Kilburn, N.W.6. Maida Vale 6044, connecting all branches and departments (Kilburn Park Station, Bakerloo Line 150 yards). [0829

MISCELLANEOUS CARS

ROBBINS, 98, Upper Richmond Rd., Putney, always sell good cars; send for list; established 28 years.

£295 each.—Special offer 1939 Morris 10, 1938 Hillman Minx, 1937-8 Standard 12; terms, exchanges.—Traynor Motors of East Ham, Grangewood 2530 and 5934. [C4052

LARGEST stock of superior small h.p. cars in the Midlands at prices from £95-£450.—Midland Motor Co., Traffic St. (Island), Derby (1 minute bus station). Tel. 2349. Open week-ends. [1546

Miscellaneous Cars Wanted

RS ROWLAND SMITH'S, the car buyers.—Hampstead (Hampstead Tube). Open 9-7 week-days, Saturdays. Hampstead 6041 (10 lines). [0998

IF you wish to sell your car for cash write, 'phone or call GEORGE NEWMAN & Co., 369, Euston Rd., London, N.W.1. Euston 4466. [W3028

R. S. CURRIE & Co., Ltd., are cash buyers of all good low mileage, small h.p. vehicles.—105, Westbourne Grove, Bayswater, W.2. Bayswater 0085. [W1065

BROADWAY MOTOR Co. want the cream of second-hand cars! Owners of low mileage 8hp to 12hp post-war models and of really good pre-war cars should consult Sales Dept. at 3-13, Russell Rd., Wimbledon, S.W.19. Liberty 2494. [0625

NAYLOR & ROOT, Ltd., are cash buyers of Austin 10, Fiat, Ford, Hillman, M.G., Standard, Triumph, Singer, Vauxhall and Wolseley.—25, East Hill, Clapham Junction, S.W.18. Battersea 5272. Open 9-6 p.m. each week-day, including Saturday. [0587

MOTOR CYCLES FOR SALE

S. A. COLES, Ltd.—England's leading motor cycle specialists, offer a large selection of new models for immediate delivery; exchanges; hire purchase; everything for the motor cyclist.—364-368, High Rd., Leyton, E.10. [0341

MOTOR HEARSES

A & S Offer highest quality Hearses—Mechanically guaranteed with (signed certificate)—Ready Service—Inspection invited.

AUSTIN 1939/28hp Beaver Hearse, certified mechanically, exceptional condition, bargain.

DUMBER 1952 unregistered Phase-III, 4-bearer, full deck Hearse, latest exclusive lavish equipment.

ROLLS-ROYCE Modern 25hp streamlined 1952 Deck Coachwork, lavishly equipped, exceptional outfit.

ROLLS-ROYCE 1955 Phantom II equipped latest 1952 five door partition, 6-bearer swept tail Coachwork, magnificent outfit, £1585.

ROLLS-ROYCE Phantom III (late 1937) partition, 5-door 6-bearer, magnificent streamlined 1952 Coachwork, lavishly equipped, total mileage 33,000, reasonable cost.

ALPE & SAUNDERS (Limousine and Hearse Specialists), Providence Court, North Audley Street, Mayfair-2941. [M1006

WOODALL NICHOLSON, Ltd., build the best hearses in the country; second-hands usually in stock; established 1846.—Well Lane, Halifax. Tel. 4231. [0795

ARTHUR MULLINER, Ltd., invite enquiries for the de luxe hearse bodies they are building on the new Humber Pullman, Austin Sheerline and Austin 16hp chassis, deck bearer, or pedestal type supplied.

BRIDGE St., Northampton. Tel. 907. [0705

MOTOR CRUISERS

CABIN Cruiser, 34ft 5-berth, twin Vedette engines, built 1939; £1,575.—Clayton's Cars (London), Ltd., 357, Euston Rd., London, N.W.1. Tel. Euston 5228 (5 lines). [M1050

This section closes for press at 10.0 a.m. on Fridays

COMMERCIAL VEHICLES

GUY ALFREDS & Co. offer:—

1950 Ford 10cwt, small mileage, superb order.—6-7, Warren St., W.1. Euston 5288. [M1005

MORGANS GARAGE (HOUNSLOW), Ltd., offer:—

STANDARD Vanguard van, 17,000 miles, bench type seat, plain black, immaculate condition; £675.

1946 Fordson 10-cwt van, recently fitted recond. engine; £525.

1946 Morris 10-cwt van, completely overhauled, plain black, immaculate appearance; £350.

1949 Commer 30cwt 3-entrance van, moderate mileage, very carefully used; £525.

1948 Fordson 2-ton drop-side truck, good condition throughout; £500.

MORGANS GARAGE (HOUNSLOW), Ltd., 730, London Rd., Hounslow. Tel. Hounslow 4422. [4215

NEW Austin 25cwt chassis; immediate delivery with various bodies.

MESSRS. TANNER BROS. MOTORS, Ltd., 871-5, Fulham Rd., Fulham, S.W.6. Renown 4494-5. [6035

1949 A40 van, all new tyres, in primer, choice of two £450 each.

1946 (October) Renault 12cwt van, been well maintained, one owner, £245.

ARCHWAY GARAGE, 120a, Walmer Rd., W.10. Park 7271. [4225

1949 Trojan 15cwt standard van, 10,000 miles, very good condition; £395.

BREW BROTHERS, Ltd., 155, Old Brompton Rd., S.W.7. Ken. 2368. [2225

JOWETT main agents have a selection of used Bradford vans and utilities for sale at very reasonable prices.

G. W. WILKIN, Ltd., 1, Weston Park, Kingston-on-Thames. Kin. 2241. [C4055

1948 Fordson 5cwt van with windows and extra seats, exceptionally good condition throughout; £400.—Beardmore Service, 26, Queensway, Bayswater, W.2. Bayswater 0136. [M1015

1950 Morris Commercial J type 10cwt van, mileage 4,000, one owner, in plain colour; £675.—Below.

1938 Morris 10-cwt van, reconditioned throughout, finished in any colour to choice; £265.

LYNE, FRANK & WAGSTAFF, 3-5, Crouch End Hill, N.8. Mountview 4401. [M2058

AUSTIN 25cwt chassis and open or closed back cabs and the Austin 25cwt three-way van for immediate delivery.

YOUR old vehicle taken in part exchange; hire purchase arranged.

H. A. SAUNDERS, Ltd., Austin House, Castle St., Worcester. Tel. 2568. [M4006

VANGUARD 1950 van, 8,000 miles, stored 6 months, original primer; £695.—Westmead, Hulse Rd., Salisbury. [4112

BRADFORD vans for sale, serviced by us, main agents since 1922.—Bunting's, Motor Exchange, Bonnersfield Lane, Harrow. Tel. 6225-6. [0284

JOWETT main agents for the Bradford 8-10cwt vans and light trucks.—Saxon Jefferies, Ltd., 32, Wilmslow Rd., Didsbury, Manchester, 20. Tel. Didsbury 5446. [0040

L.M.L.—1950 model (registered Nov. 1949) Bradford 10cwt van 22,000 miles, cellulosed black, excellent condition; £378.—Lyndhurst Motors of Luton. Tel. Luton 2140. [4061

1950 Austin 25cwt three-way loader, plain green in excellent condition, exceptional value, £495.—Wembley Court Motors, High Rd., Wembley. Wembley 0266. [C4050

1950 (October) Austin A40 pick-up, immaculate condition throughout.—Gerry Browne Motors, 55-57, South Edwards Sq., London, W.2. Western 4551. Trade only. [M1051

1951 Morris 10cwt J type, 8,000 miles, black, unwritten, list price, plus 10%, subject to covenant.—Mansfield Autos, Ltd., 21, Grafton Mews, W.1. Tel. Euston 2587/8. [5001

1950 (Sept.) Austin A40 pick-up, 22,000 miles, one owner, grey and black, lowest trade price on application.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester. Tel. 60519. [C1059

1948 10hp Austin Pick-up Utility with folding occasional seats, immaculate in appearance and splendid mechanical order; £350.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [M2002

1950 Morris van 5cwt, coachwork as new, whole vehicle in excellent condition, any trial or inspection; £350 or near.—D. C. Bushell & Co., Ltd., Agricultural Merchants, Camberley, Surrey. [3355

1949 (Nov.) Austin A40 van, cellulosed plain black, no lettering, one private owner, immaculate throughout.—Gerry Browne Motors, 55-57, South Edwards Sq., London, W.2. Western 4551. Trade only. [M1051/1

395 gns.—Ford 8, May 1948, 8hp utility van, makers' standard body with glass windows, plain black, unbelievable, one careful owner, small mileage, exceptional condition; terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead Tube). Hampstead 6041. [M4018

"B" Transport Student." Second Edition. By L. D. Kitchin, A.M.Inst.T. Sets out the basic procedure in the working of bus and coach undertakings in the form of an instructive, connected story. This book for students covers the whole of the road passenger requirements of the R.S.A. diploma course and the Inst. of Trans. examinations. 176 pages. 10/6 net, by post 10/11 from "The Autocar," 1947-50 Fordson 5-cwt and 10-cwt vans.—Arthur E. Gould, 290-2, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. [0102

1950 (Sept.) Austin A40 pick-up, 22,000 miles, one owner, grey and black, lowest trade price on application.—Cox's Motors (Leicester), Ltd., 11-15, Conduit St., Leicester. Tel. 60519. [C1059

1948 10hp Austin Pick-up Utility with folding occasional seats, immaculate in appearance and splendid mechanical order; £350.—Lawton-Goodman, 135, Cricklewood Broadway, N.W.2. [M2002

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Commercial Vehicles Wanted

REQUIRED urgently.—Morris 10cwt van, low mileage preferred.

LYNE, FRANK & WAGSTAFF Ltd., 3-5, Crouch End Hill, N.8. Mountview 4401. [W2058

WANTED, 1947-50 Fordson 5-cwt and 10-cwt vans.—Arthur E. Gould, 290-2, Regent St., W.1, and 8-14, Meard St., Soho, W.1. Langham 1594-5. [0102

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CARAVANS! Berkeley, Willerby, Challenger, Defiant, Raven, Merlin, Falcon, Sunbeam, Bantam, etc.; h.p. terms and prices from £195; these new vans on view at SURREY CAR Co., Ltd., 44, Richmond Rd., Kingston-on-Thames (100 yds Kingston Station). Kin. 6340. Also large display at Waldegrave Rd., Teddington. [0810

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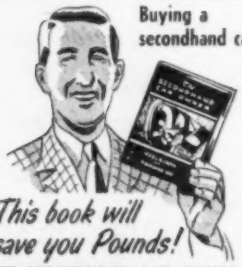

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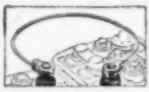

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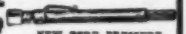

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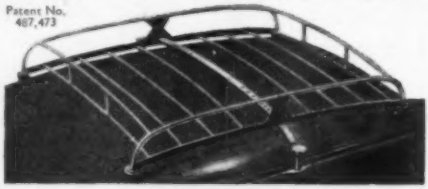

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